SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

84

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Thursday, January 21st, 1915, at 12.01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

ASHLAND SUBDIVISION

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS						Diastnce from San Francisco via Marysville		Time Table No. 84 January 21, 1915	Distance from Roseburg	Minimum running time between stations for freight trains—minutes.	FIRST CLASS						SECOND CLASS		
	222	228	226			16	42	14	12						13	15	41	11			227	225	221
	Portland Fast Freight	Way Freight	Way Freight			Oregon Express	Riddle Passenger	Portland Express	Shasta Limited						San Francisco Express	California Express	Riddle Passenger	Shasta Limited			Way Freight	Way Freight	Portland Fast Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.			Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Ar. Daily Ex. Sun.	Arrive Mon., Wed., Friday	Arrive Daily
WFOT	9.20PM	12.01PM				4.50PM		7.50AM	1.55AM	429.1	DNR	ASHLAND	143.5		s 11.35AM	s 4.50PM		s 3.55AM			10.45AM		3.00AM
												ASHLAND (City Station)	143.5										
49	9.35	12.19				s 5.02		s 8.02	2.06	434.6		5.5 TALENT	138.0		f 11.10	s 4.25		3.37			10.00		2.06
25	9.42	12.26				s 5.07		s 8.07	2.09	437.0		2.4 PHOENIX	135.6		f 11.00	s 4.14		3.31			9.30		1.45
6										438.4		1.4 GAS WORKS	134.2										
8										438.8		0.4 VOORHIES	133.8										
49 W	9.57	1.20				s 5.20		s 8.20	s 2.18	441.8	DN	3.0 MEDFORD	130.8		s 10.45	s 4.00		s 3.20			8.20		1.25
26								8.23		442.9		1.1 CRATER LAKE JCT.	129.7		10.33	3.47							
111	10.07	1.40				s 5.30		s 8.30	2.24	445.7	D	2.8 CENTRAL POINT	126.9		s 10.28	s 3.42		3.10			8.00		1.05
30	10.17	2.00				f 5.39		f 8.40	2.32	450.2	AUTO. BLOCK	4.5 TOLO	122.4		f 10.18	f 3.32		3.01			7.45		12.55
						f		f		451.4		1.2 RAY GOLD (No Siding)	121.2		f	f							
45	10.40	2.25				s 5.56		s 8.57	2.47	457.2	D	5.8 GOLD HILL	115.4		s 10.02	s 3.15		2.47			7.20		12.35
										459.4		2.2 ROCK POINT (No siding)	113.2										
48 P	11.05	2.59				s 6.11		s 9.12	2.59	464.9		5.0 ROGUE RIVER	107.7		f 9.48	s 2.59		2.35			6.55		12.15AM
61 WT	11.50	3.45PM	6.00AM			s 6.30		s 9.30	s 3.20	473.9	DNR	9.0 GRANTS PASS	98.7		s 9.30	s 2.40		s 2.20			6.30AM	2.00PM	11.50
20	12.01AM		6.10							475.9		2.0 GRANITE (Spur)	96.7	6								1.40	11.00
30	12.10		6.20			6.45		9.50	3.30	478.2		2.3 DIMMICK	94.4	7	9.10	2.24		2.05				1.30	10.50
43	12.25		6.40			s 6.57		s 10.01	3.40	482.5	D	4.3 MERLIN	90.1	13	s 8.58	s 2.12		1.55				1.10	10.25
6								f		486.0		3.5 THREE PINES (Spur)	86.6	10		f 2.04							
49	12.45		7.00			f 7.11		f 10.13	3.51	487.4	Automatic Block Signals	1.4 HUGO	85.2	4	f 8.47	f 2.01		1.45				12.50	10.00
39	1.26		7.35			s 7.32		s 10.36	4.07	494 1	DN	6.4 LELAND	78.5	20	f 8.25	s 1.39		1.26				12.10PM	9.20
71	1.45		7.50			7.43		10.46	4.16	498.6		4.5 POLLARD	74.0	12	8.14	1.28		1.18				11.50	9.00
41	2.00		8.07			s 7.50		s 10.53	4.22	502.0	D	3.4 WOLF CREEK	70.6	10	f 8.07	s 1.20		1.12				11.40	8.45
36 WFT	3.00		8.50			s 8.13		s 11.14	4.45	507.9	DNR	5.9 GLENDALE	64.7	18	s 7.48	s 1.00		12.54				11.14	8.13
7								f		509·7		1.8 LYSTUL	62.9	12									
37	3.32		9.05			f 8.23		f 11.24	4.53	512.0		2.3 REUBEN	60.6		7.34	f 12.45		12.41				9.45	7.15
37 P	3.47		9.25			f 8.37		f 11.38	5.06	516.5		4.5 BRANDT	56.1	15	7.21	f 12.31		12.28				9.25	7.00
21 WTP	4.09		9.45			s 8.51		s 11.52	5.19	521.2	DN	4.7 WEST FORK	51.4	15	s 7.07	s 12.17		12.15				9.00	6.40
43	4.24		10.00			9.04		12.04PM	5.31	525.6		4.4 COW CREEK	47.0		6.54	12.04PM		12.02AM				8.40	6.20
50 P	4.49		10.30			f 9.21		f 12.20	5.45	531.4		5.8 PECK	41.2		6.38	f 11.46		11.47				8.20	6.00
6						f		f		535.2		3.8 DOE CREEK (Spur)	37.4			f							
36	5.40 6.20		11.20			f 9.43		f 12.45	6.05	540.3		5.1 CORNUTT	32.3		6.20	f 11.20		11.29				7.50	5.25
48	6.32		11.45			s 9.50	7.45PM	s 12.55	6.12	544.2	DNR	3.9 RIDDLE	28.4		f 6.12	s 11.10	s 7.20PM	11.23				7.40	5.15
77	6.47		12.05PM			9.58	f 7.53	1.03	6.20	549.3		5.1 WEAVER	23.3		5.57	10.57	f 7.07	11.15				7.25	4.58
23 W	6.50		12.20			s 10.01	s 7.57	s 1.07	6.22	550.4	D	1.1 MYRTLE CREEK	22.2		f 5.55	s 10.55	s 7.05	11.13				7.20	4.55
39	7.05		12.40			f 10.11	f 8.08	f 1.18	6.32	554.9		4·5 DOLE	17.7		5.42	f 10.40	f 6.53	11.04				7.05	4.40
2	7.15		12.55			f 10.18	f 8.16	f 1.26	6.37	558.0		3.1 ROUND PRAIRIE (Spur)	14.6		5.35	f 10.32	f 6.45	10.58				6.55	4.30
34	7.27		1.10			f 10.26	s 8.27	s 1.37	6.43	562.0	D	4.0 DILLARD	10.6		5.25	s 10.22	s 6.35	10.51				6.43	4.15
3							f			566.3		4.3 CARNES (Spur)	6.3				f						
49	7.45		1.30			f 10.40	f 8.40	f 1.50	6.53	567.7		1.4 GREEN	4.9		5.11	f 10.08	f 6.22	10.40				6.15	3.55
150 WTOF	8.00AM		1.50PM			s 11.00PM	s 8.55PM	s 2.05PM	s 7.05AM	572.6	DNR	4.9 ROSEBURG	0.0		5.00AM	9.55AM	6.10PM	10.30PM				6.00AM	3.40PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(143.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Daily
	(10.40)	(3.44)	(7.50)			(6.10)	(1.10)	(6.15)	(5.10)			Time over District			(6.35)	(6.55)	(1.10)	(5.25)			(4.15)	(8 00)	(11 20)
	13.45	12.02	12.50			23.26	24.30	22.00	27.77			Average speed per hour			21.79	20 74	24.30	26.51			10.10	12.33	12 66

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12 and 16 are superior to No. 41.

Additional flag stops—Nos. 14, 15 and 16—Tunnel 7 and Union Creek.

ROSEBURG SUBDIVISION

Eastward **FROM SAN FRANCISCO** | **TOWARD SAN FRANCISCO** **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	222	226	16	48	14	94	20	18	92	12	Distance from San Francisco via Marysville		Time Table No. 84 January 21, 1915 STATIONS	Distance from Junction City	Minimum running time between stations for freight trains—minutes.	13	15	91	17	93	19	11	221	225
	SECOND CLASS		FIRST CLASS													FIRST CLASS							SECOND CLASS	
	Portland Fast Freight	Way Freight	Oregon Express	Divide Passenger	Portland Express	Passenger	Portland Passenger	Portland Passenger	Passenger	Shasta Limited						San Francisco Express	California Express	Passenger	Roseburg Passenger	Passenger	Divide Passenger	Shasta Limited	Portland Fast Freight	Way Freight
	Leave Daily	Leave Mon., Wed., Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.
150 WTFO	8.55AM	8.00AM	11.15PM		2.15PM			7.50AM		7.10AM	572.6	DNR	**ROSEBURG**	88.0		s 4.40AM	s 9.45AM		¶ 5.50PM			s 10.20PM	1.20PM	3.00PM
2								f			574.2		1.6 EDENBOWER (Spur)	86.4	15				f					
77	**9.25**	8.15	11.28		f **2.28**			s 8.02		7.22	577.8		3.6 WINCHESTER	82.8	10	4.24	f **9.25**		s 5.34			10.05	12.55	**2.28**
26	9.45	8.30	f 11.36		s 2.36			s 8.10		7.30	581.4		3.6 WILBUR	79.2	15	4.13	s 9.13		s 5.25			9.57	12.40	1.55
77	10.00	**9.00**	s 11.48		s 2.48			s 8.20		7.40	586.4	D	5.0 SUTHERLIN	74.2		f 3.59	s **9.00**		s 5.12			9.47	12.20	1.30
2											587.4		1.0 WHITMORE (Spur)	73.2	7									
48 W	10.15	9.40	s 11.58		s 2.58			s 8.25		7.45	589.1	DN	1.7 OAKLAND	71.5		s 3.48	s 8.52		s 5.05			9.40	12.10PM	1.20
2											590.5		1.4 YOUNGS (Spur)	70.1	18									
47	10.35	10.00	12.13AM		f 3.13			f **8.40**		7.57	595.4		4.9 ISADORA	65.2	6	3.33	f **8.40**		f 4.51			9.28	11.50	12.50
36 PT	10.45	10.06	12.19		f 3.19			f 8.47		8.02	597.5		2.1 RICE HILL	63.1	18	3.28	8.33		f 4.45			9.23	11.40	12.40
77	**11.15**	10.24	s 12.34		s 3.35			s 9.02		**8.15**	603.7	Automatic Block D	6.2 YONCALLA	56.9		3.10	s **8.15**		s 4.28			9.08	**11.15**	12.05PM
5											606.1		2.4 DEVORE	54.5	15									
33 WY	**11.40**	**10.40**	s 12.49		s 3.50			s 9.15		8.28	609.0	DN	2.9 DRAIN	51.6		s 2.57	s 7.56		s 4.15			8.58	**10.40**	**11.40**
4											610.2		1.2 KREWSON (Spur)	50.4										
25	11.50	11.05	12.56		f 3.57			f 9.22		8.35	611.7		1.5 LEONA	48.9		2.46	f 7.44		f 4.06			8.48	9.35	11.20
77	12.01PM	11.10	12.59		**4.01**			**9.27**		8.37	613.2		1.5 SAFLEY	47.4	27	2.42	7.41		**4.01**			8.45	**9.27**	11.10
8	12.05	11.15	1.03		f 4.04			f 9.32		8.41	615.2		2.0 ANLAUF	45.4		2.37	f 7.37		f 3.52			8.41	9.00	10.50
21	12.10	11.20	1.05		4.06			9.34		8.43	616.1		0.9 CURTIN	44.5		2.34	7.35		3.50			8.39	8.55	10.45
49 W	12.15	11.25	1.09		f 4.10			s 9.39		**8.47**	617.9	D	1.8 COMSTOCK	42.7	12	2.29	f 7.31		s 3.46			8.36	**8.47**	10.35
49 PY	12.40	11.55	1.24	8.00PM	f 4.25			f 9.53		9.01	621.9	R	4.0 **DIVIDE**	38.7		2.12	f 7.18		f 3.33		s 7.50PM	8.26	8.15	10.15
2											622.9		1.0 VEATCH (Spur)	37.7										
31	12.50	12.10PM	1.29	f 8.06	f 4.30			f **9.59**		9.07	625.0		2.1 LATHAM	35.6		2.04	7.10		f 3.26		f 7.43	8.20	8.00	**9.59**
52 W	1.50	12.30	s 1.35	s **8.10PM**	s 4.35		1.35PM	s 10.05		9.10	626.5	DNR	1.5 **COTTAGE GROVE**	34.1		s 2.00	s 7.06		s 3.23		s 7.40	**8.17**	7.55	9.45
10	2.00	12.40	1.42		4.42		f 1.41	s 10.12		9.14	629.1	Auto. Block	2.6 SAGINAW (Spur)	31.5		1.52	6.56		s 3.13		s 7.32	8.12	7.45	9.25
77	2.05	12.45	**1.47**		4.46		f 1.45	f 10.17		**9.18**	630.6		1.5 WALKER	30.0		**1.47**	6.52		f 3.09		f 7.28	8.09	7.40	**9.18**
33	2.20	1.05	f 1.56		f 4.56		s 1.55	s 10.30		9.26	635.5	D	4.9 CRESWELL	25.1		f 1.35	f 6.42		s 2.58		s 7.16	8.01	7.20	8.50
1											638.9		3.4 MATHEWS (Spur)	21.7										
77	**2.44**	1.25	2.06		5.07		s 2.06	s 10.44		9.36	640.9	Automatic Block	2.0 GOSHEN	19.7		1.24	6.30		s **2.44**		s 7.05	7.53	7.00	8.30
YP	3.10	1.40	2.14		5.15	5.05PM	f 2.15	f 10.54	10.05AM	9.43	644.3		3.4 **SPRINGFIELD JCT.**	16.3		1.14	6.20	7.30AM	f 2.33	2.50PM	f 6.57	7.46	6.45	8.10
											646.3		2.0 P. E. & E. CROSSING	14.3										
59 WT	3.50	**1.50** **2.50**	s 2.35		s 5.30	s 5.15PM	s **2.23** **2.30**	s 11.10	s 10.15AM	s 9.52	647.3	DNR	1.0 **EUGENE**	13.3		s 1.05	s 6.10	7.20AM	s **2.23**	2.40PM	s 6.50	s 7.41	6.30	7.50
108	4.20	3.25	2.45		5.40		s 2.40	s 11.22		10.03	653.0		5.7 IRVING	7.6		12.49	5.49		s 2.02		s 6.35	7.30	6.05	7.20
			2.49		5.44		f 2.44	11.27		10.07	655.1		2.1 LUPER (No siding)	5.5		12.45	5.45		1.58		f 6.31	7.26		
114 WTF	4.55PM	4.00PM	s 3.00AM		s 5.55PM		s 2.55PM	s 11.38AM		10.15AM	660.6	DNR	5.5 **JUNCTION CITY**	0.0		12.35AM	5.35AM		1.48PM		6.22PM	7.17PM	5.45AM	7.00AM
	Arrive Daily	Arrive Mon., Wed., Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(88.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
	(8.00)	(8.00)	(3.45)	(0.10)	(3.40)	(0.10)	(1.20)	(3.48)	(0.10)	(3.05)			……Time over District……			(4.05)	(4.10)	(0.10)	(4.02)	(0.10)	(1.28)	(3.03)	(7.35)	(8.00)
	11.00	11.00	23.40	27.60	24.00	17.96	25.20	23.14	17.96	28.54			……Average speed per hour……			21.95	21.40	17.96	21.78	17.96	26.34	28.85	11.58	11.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 91 and 93; No. 16 is superior to No. 19. Nos. 15 and 16 will stop at Springfield Junction to exchange mail. Nos. 14 and 16 will make non-schedule stops to discharge passengers from points west of Cottage Grove.

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 84

January 21, 1915

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS							FIRST CLASS									Distance from San Francisco via Marysville	STATIONS
	244	88	232	228	226	234	222	14	84	20	18	142	12	28	10	16		
	Way Freight	Mixed	Way Freight	Way Freight	Way Freight	Way Freight	Portland Fast Freight	Portland Express	Passenger	Portland Passenger	Portland Passenger	P. R. & N. Passenger	Shasta Limited	Willamette Limited	Silverton Passenger	Oregon Express		
	Leave Mon., Wed., Fri.	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
114 WTF				11.30PM			6.35PM	5.57PM		2.57PM	11.42AM		10.17AM			3.02AM	660.6	DNR **JUNCTION CITY** 3.8
10																	664.4	VIRGIL (Spur) 0.7
48				11.45			7.05	f 6.07		s 3.07	s 11.51		10.26			3.12	665.1	D HARRISBURG 3.1
10				11.55			7.15	6.12		f 3.12	f 11.56		10.30			3.17	668.2	ALFORD (Spur) 2.5
77				12.12AM			7.20	6.16		3.16	11.59		10.34			3.21	670.7	FOLK 3.1
47				12.40			7.29	6.20		s 3.21	s 12.05PM		10.38			3.27	673.8	D HALSEY 5.2
104				1.10			7.42	6.28		s 3.31	s 12.15		10.45			3.36	679.0	D SHEDD 5.6
102				1.45			7.55	6.37		s 3.41	s 12.26		10.53			3.46	684.6	TANGENT 5.1
	2.00PM	11.50AM		2.20			8.07	6.52	6.42PM	3.50	12.36		11.01	8.23AM		3.55	689.7	**ALBANY JUNCTION** 1.2
75 WYFO	2.05PM	s 11.55AM		2.30AM	8.40AM		8.25	s 7.05	s 6.47PM	s 4.00	¶ 12.40 1.00		s 11.06	s 8.30		s 4.02	690.9	DNR **ALBANY** 0.4
																	691.3	C. & E. CROSSING 4.1
48					9.05		8.40	7.15		f 4.10	f 1.10		11.15	f 8.39		4.15	695.4	MILLERSBURG 4.1
46					9.20		8.55	7.22		s 4.18	s 1.18		11.21	f 8.46		4.24	699.5	D JEFFERSON 4.7
77					9.35		9.17	7.30		s 4.27	s 1.27		11.29	f 8.54		4.33	704.2	MARION 6.5
78					9.55		9.35	7.42		s 4.40	s 1.39		11.40	f 9.05		4.44	710.7	D TURNER 2.6
								7.47		s 4.45	f 1.44		11.44	f 9.09		4.48	713.3	STATE SCHOOL (No siding) 4.9
117 WYO					10.30		10.38	s 8.00		s 5.00	s 2.00		s 11.55	s 9.22		s 5.00	718.2	DN **SALEM** 1.5
																	719.7	P. E. & E. CROSSING 3.6
19					10.54		11.10	8.10		s 5.10	s 2.10		12.03PM	f 9.31		5.10	723.3	CHEMAWA 3.6
75					11.10		11.30	8.17		s 5.21	s 2.18		12.11	f 9.39		5.18	726.9	BROOKS 5.2
28					11.35		11.50	8.26		s 5.30	s 2.28		12.20	f 9.49		5.27	732.1	D GERVAIS 3.1
141 WYF					12.26PM		12.10AM	s 8.33		s 5.35	s 2.45		12.26	s 10.03	s 7.57AM	s 5.34	735.2	DNR **WOODBURN** 1.0
6																	736.2	HOFER (Spur) 2.6
49					12.50		12.30	8.40		s 5.48	s 2.53		12.32	10.11	s 8.05	5.40	738.8	D HUBBARD 2.8
77					1.00		12.55	8.44		5.53	2.58		12.36	10.16	8.10	5.45	741.6	HITO 1.6
18					1.10		1.00	8.48		s 5.58	s 3.03		12.39	10.19	s 8.15	5.49	743.2	D AURORA 2.0
36 W					1.20		1.06	8.53		s 6.03	s 3.09		12.43	10.23	s 8.20	5.54	745.2	BARLOW 1.6
39					1.30		1.12	8.57		s 6.08	s 3.15		12.46	f 10.26	s 8.27	5.58	746.8	D **CANBY** 1.9
13																	748.7	WIGGINS (Spur) 1.4
4					1.40		1.25	9.05		s 6.16	s 3.23		12.52	10.32	s 8.35	6.06	750.1	NEW ERA (Spur) 0.7
34					1.42		1.28	9.07		f 6.18	3.25		12.54	10.34	f 8.37	6.08	750.8	COALCA 2.1
31					1.47		1.35	9.14		6.23	3.30		12.58	10.38	8.42	6.13	752.9	PULP 2.6
41 W					2.00		1.45	s 9.20		s 6.30	s 3.37		1.05	s 10.45	s 8.52	s 6.23	755.5	DN OREGON CITY 0.6
																	756.1	W. V. S. CROSSING 1.2
5					2.10		1.52	9.26		6.36	f 3.42		1.09	10.49	f 8.58	6.29	757.3	PARK PLACE (Spur) 2.7
57					2.32		2.04	9.33		s 6.47	s 3.50		1.15	10.55	s 9.08	f 6.36	760.0	CLACKAMAS 0.4
2																	760.4	LAIDLAW (Spur) 0.6
9																	761.0	HASKELL 3.1
48					2.47		2.15	9.40		f 6.55	3.57		1.22	11.02	f 9.20	6.47	764.1	EAST MILWAUKEE 1.1
P			3.15PM		2.51	3.50AM	2.19	9.42		6.57	3.59	2.39PM	1.24	11.04	9.22	6.49	765.2	**WILLSBURG JCT.** 0.4
6			3.17		2.52	3.52	2.20	9.43		f 6.58	4.00	2.40	1.25	11.05	f 9.23	6.50	765.6	WILLSBURG (Spur) 1.9
155 WFTO			3.25PM		3.00PM	4.00AM	2.30AM	9.49		s 7.05	s 4.09	s 2.46	1.28	11.09	s 9.28	6.55	767.5	DNR **BROOKLYN** 2.2
								s 10.05		s 7.20	s 4.25	s 3.00	1.39	s 11.20	s 9.40	s 7.10	769.7	EAST MORRISON ST. 1.3
								s 10.15PM		s 7.30PM	s 4.35PM	s 3.10PM	s 1.50PM	s 11.30AM	s 9.50AM	s 7.20AM	771.0	DNR **PORTLAND**
	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(110.4)
	(0.05)	(0.05)	(0.10)	(3.00)	(6.20)	(0.10)	(7.55)	(4.18)	(0 05)	(4 33)	(4 53)	(0.31)	(3.33)	(3.07)	(1.53)	(4.18)		........................Time over District
	14.40	14.40	14.22	10 02	12.64	14.22	13.95	25.68	14.10	24.80	22.60	12.05	31.09	26.08	19.00	25.68		....................Average speed per hour

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to Nos. 17 and 19; Nos. 12, 18 and 20 are superior to No. 81. Nos. 14 and 16 are superior to No. 27. No. 20 stops on flag at Fair Grounds Nos. 14 and 16 will make non-schedule stops to discharge passengers from points west of Cottage Grove. No. 28 will make non-schedule stops between Woodburn and Portland to discharge passengers from C. & E., S. F., C. & W., Salem-Geer, Lebanon and Woodburn-Springfield branches.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 84 January 21, 1915		FIRST CLASS									SECOND CLASS							
STATIONS	Distance from Portland	15 California Express	81 Passenger	17 Roseburg Passenger	141 P. R. & N. Passenger	19 CottageGrove Passenger	11 Shasta Limited	27 Willamette Limited	9 Silverton Passenger	13 San Francisco Express	243 Way Freight	225 Way Freight	85 Mixed	227 Way Freight	231 Way Freight	221 Portland Fast Freight	233 Way Freight	Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Daily	Arrive Daily Ex. Sunday	
DNR **JUNCTION CITY** 3.8	110.4	s 5.32AM		s 1.45PM		s 6.20PM	7.15PM			s 12.32AM				10.30PM		5.15AM		114 WTF
VIRGIL (Spur) 0.7	106.6																	10
D HARRISBURG 3.1	105.9	f 5.21		s 1.34		s **6.07**	**7.05**			f 12.22				10.00		4.45		48
ALFORD (Spur) 2.5	102.8	5.15		f 1.28		f 6.01	7.00			12.17				9.30		4.20		10
FOLK 3.1	100.3	5.10		1.23		5.57	6.56			**12.12**				9.20		4.10		77
D HALSEY 5.2	97.2	5.05		s 1.18		s 5.53	6.52			12.07AM				9.05		4.00		47
D SHEDD 5.6	92.0	4.55		s 1.08		s 5.44	6.45			11.58				8.25		**3.36**		104
TANGENT 5.1	86.4	4.44		s 12.58		s 5.35	**6.37**			11.48				**7.55**		3.00		102
ALBANY JUNCTION 1.2	81.3	4.34	6.44AM	12.48		5.27	6.30	7.09PM		11.40	6.05AM		1.05PM	7.35		2.40		
DNR **ALBANY** 0.4	80.1	s 4.30	6.40AM	12.45 ¶12.25		s 5.25	s 6.28	s **7.05**		s 11.37	6.00AM	**11.00AM**	1.00PM	7.30PM		**2.30**		75 WYFO
C. & E. CROSSING 4.1	79.7																	
MILLERSBURG 4.1	75.6	**4.15**		f 12.12		f 5.11	6.18	f 6.52		11.22		10.45				1.50		48
D JEFFERSON 4.7	71.5	4.06		s 12.03PM		s 5.03	6.12	f 6.45		11.14		10.30				1.35		46
MARION 6.5	66.8	3.57		s 11.53		s 4.53	6.05	f 6.37		11.05		10.15				1.20		77
D TURNER 2.6	60.3	3.46		s **11.40**		s **4.40**	5.55	f 6.25		10.53		**9.55**				1.00		78
STATE SCHOOL (No Siding) 4.9	57.7	3.41		f 11.27		s 4.32	5.50	f 6.19		10.47								
DN **SALEM** 1.5	52.8	s 3.32		s 11.15		s 4.20	s 5.43	s 6.10		s **10.38**		**9.22**				12.35AM		117 WYO
P. E. & E. CROSSING 3.6	51.3																	
CHEMAWA 3.6	47.7	3.17		s **10.54**		s 4.05	5.27	f 5.54		f 10.22		7.50				11.40		19
BROOKS 5.2	44.1	3.10		s 10.45		s 3.57	**5.21**	f 5.48		10.15		7.35				**11.30**		75
D GERVAIS 3.1	38.9	3.01		s 10.35		s 3.47	5.13	f 5.40		10.05		7.15				11.10		28
DNR **WOODBURN** 1.0	35.8	s 2.55		s 10.25		s 3.40	5.07	s **5.35**	s 7.45PM	s 10.00		6.45				11.00		141 WYF
HOFER (Spur) 2.6	34.8																	6
D HUBBARD 2.8	32.2	2.48		s **10.11**		s 3.26	5.01	5.28	s 7.37	9.50		**5.40**				10.25		49
HITO 1.6	29.4	2.44		10.03		3.19	4.57	5.24	7.32	9.44		5.15				10.18		77
D AURORA 2.0	27.8	2.41		s 9.58		s 3.14	4.54	5.21	s 7.28	9.39		5.05				10.10		18
BARLOW 1.6	25.8	2.37		s 9.52		s **3.09**	4.50	5.17	s 7.23	9.33		4.50				10.05		36 W
D **CANBY** 1.9	24.2	2.34		s 9.47		s 3.05	4.47	f 5.14	s 7.19	9.29		4.40				9.55		39
WIGGINS (Spur) 1.4	22.3																	13
NEW ERA (Spur) 0.7	20.9	2.26		s 9.37		s 2.54	4.41	5.08	s 7.11	9.21		4.15				9.42		4
COALCA 2.1	20.2	2.24		9.35		f 2.52	4.40	5.07	f 7.10	9.20		4.10				9.40		34
PULP 2.6	18.1	2.20		9.30		2.48	4.36	5.03	7.05	**9.14**		4.00				9.35		31
DN OREGON CITY 0.6	15.5	s 2.14		s 9.25		s 2.43	4.31	s 4.58	s 7.00	s 9.05		3.50				**9.20**		41 W
W. V. S. CROSSING 1.2	14.9																	
PARK PLACE (Spur) 2.7	13.7	2.10		f 9.15		2.37	4.27	4.51	f 6.53	8.55		3.30				9.09		5
CLACKAMAS 0.4	11.0	**2.04**		s **9.08**		s **2.32**	4.22	f 4.46	s **6.47**	8.48		3.20				9.01		57
LAIDLAW (Spur) 0.6	10.6																	2
HASKELL 3.1	10.0																	9
EAST MILWAUKEE 1.1	6.9	1.57		9.00		f 2.25	4.16	4.39	f 6.37	8.40		3.09				8.53		48
WILLSBURG JCT. 0.4	5.8	1.55		8.58	**9.20AM**	2.23	4.14	4.37	6.35	8.38		3.06			8.04AM	8.50	11.57PM	P
WILLSBURG (Spur) 1.9	5.4	1.54		8.57	9.19	f 2.22	4.13	4.36	f 6.34	8.37		3.05			8.02		11.56	6
DNR **BROOKLYN** 2.2	3.5	1.50		s 8.52	s 9.13	s 2.18	**4.09**	4.32	s 6.30	8.33		3.00AM			7.55AM	8.45PM	11.50PM	155 WTFO
EAST MORRISON ST. 1.3	1.3	1.40		s 8.38	s 9.03	s 2.08	3.58	s **4.23**	s 6.18	s 8.23								
DNR **PORTLAND**	0.0	1.30AM		8.30AM	8.55AM	2.00PM	3.50PM	4.15PM	6.10PM	8.15PM								
110.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Daily	Leave Daily Ex. Sunday	
Time over District		(4 02)	(0.04)	(5.15)	(0.25)	(4.20)	(3.25)	(2.54)	(1.35)	(4 17)	(0.05)	(8.00)	(0.05)	(3.00)	(0.09)	(8 30)	(0.07)	
Average speed per hour		27.80	17.48	20.83	14.11	25.47	32.31	27.93	22.61	25.70	14.40	9.57	14.40	10.08	18.06	12.56	19.68	

Automatic Block Signals (Hito to East Morrison St.)

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to Nos. 17 and 19; Nos. 12, 18 and 20 are superior to No. 81; Nos. 14 and 16 are superior to No. 27. No. 19 stops on flag at Fair Grounds.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

SECOND CLASS		FIRST CLASS																	Time Table No. 84 January 21, 1915	
234	232	118	110	102	116	352	108	142	358	114	104	354	106	112	120	356	Distance from Corvallis			
Way Freight	Way Freight	Forest Grove Electric	McMinnville Electric	West Side Electric	Forest Grove Electric	East Side Electric	McMinnville Electric	P. R. & N Passenger	McMinnville Electric	Forest Grove Electric	West Side Electric	East Side Electric	McMinnville Electric	Forest Grove Electric	Beaverton Electric	McMinnville Electric				
Leave Daily Ex. Sunday	Leave Tues. Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	
9.00PM	**10.00**AM			3.25PM		3.15PM					8.35AM	8.25AM					42.2	DR	**WHITESON**	4.3
9.15	10.15		5.30PM	s 3.37		s 3.25	1.10PM		12.40PM		s 8.45	s 8.35	6.30AM			6.00AM	46.5	DR	**McMINNVILLE**	3.2
9.30	10.25AM		f **5.39**	f 3.43		s 3.33PM	f 1.15		s 12.45PM		f 8.51	s 8.41AM	f 6.36			s 6.05AM	49.7		**ST. JOSEPH**	4.1
9.45			s 5.46	s 3.52			s 1.22				s 8.58		s 6.43				53.8	D	CARLTON	3.4
9.55			s 5.52	s 4.01			s 1.28				s **9.06**		s 6.49				57.2		YAMHILL	2.4
10.05			f 5.57	f 4.07			f 1.33				f 9.12		f 6.54				59.6		COVE ORCHARD (Spur)	2.6
10.15			f 6.02	f 4.13			f 1.39				f 9.17		f 6.59				62.2		WAPATO (Spur)	2.4
10.25			s 6.07	s 4.19			s 1.45				s 9.22		s 7.04				64.6	D	GASTON	0.7
10.30			f 6.09	s 4.21			f 1.46				s 9.24		f 7.06				65.3		**PATTON**	1.1
10.35			f 6.11	f 4.23			f 1.48				f 9.27		f 7.08				66.4		SEGHERS (Spur)	1.3
			f				f				f		f				67.7		TEFFER (No Siding)	0.8
10.45			s 6.15	s 4.27			s 1.52				s 9.32		s 7.12				68.5		DILLEY	0.7
10.50			6.16	4.28			1.53				9.33		7.13				69.2		DETOUR	0.3
			f				f				f		f				69.5		RETLAW (No Siding)	1.0
11.15		9.35PM	s 6.22	s 4.34	3.55PM		s 2.00			12.35PM	s 9.40		s 7.20	6.35AM			70.5	DR	**FOREST GROVE**	1.3
		f	f	f	f		f			f	f		f	f			71.8		EDDY (No siding)	0.5
11.20		f 9.38	f 6.25	**4.40**	f 3.58		f 2.03			f 12.38	f 9.44		f 7.24	f 6.38			72.3		CATCHING	0.9
11.25		s 9.40	s 6.27	s 4.43	s 4.00		s 2.05			s 12.40	s 9.46		s 7.26	s 6.40			72.4		CORNELIUS	0.8
		f	f		f		f			f	f		f	f			73.2		KILLGORE (No siding)	1.1
		f 9.43	f 6.30	4.46	f 4.03		f 2.08			f 12.43	f **9.49**		f 7.29	f 6.43			74.3		JOBE	1.4
		9.45	6.33	4.48	4.05		2.10			12.45	9.51		7.31	6.45			75.7		RANGE	0.8
12.05AM		s 9.50	s **6.40**	s 4.53	s 4.10		s 2.15	1.35PM		s 12.50	s 9.58		s 7.36	s 6.50			76.5	DR	**HILLSBORO**	0.9
12.09		9.53	6.43	4.57	4.13		2.18	1.38		12.53	10.03		7.40	6.53			77.4		TILLAMOOK JCT.	1.2
12.12		f 9.55	f 6.45	5.00	f 4.15		f 2.20	1.41		f 12.55	f 10.08		f 7.43	f 6.56			77.6		NEWTON (Spur)	1.0
12.15		f 9.57	f 6.47	5.02	f **4.19**		f 2.22	1.43		f 12.57	f **10.12**		f 7.45	f 6.58			78.6		MATSON (Spur)	0.7
12.17		f 9.58	f 6.49	5.04	f 4.21		f 2.23	1.44		f 12.58	f 10.13		f 7.46	f 6.59			79.6		WITCH HAZEL (No Siding)	1.3
12.25		s 10.00	s 6.52	s 5.06	s 4.23		s 2.25	1.46		s 1.00	s 10.16		s 7.50	s 7.02			80.6		REEDVILLE	1.5
12.30		f 10.03	f 6.55	s 5.09	f 4.26		f 2.28	1.49		f 1.03	f 10.19		f 7.54	f 7.05			82.1		ALOHA	0.7
12.35		f 10.05	f **6.57**	f 5.11	f 4.28		f 2.30	1.50		f 1.05	f 10.21		f **7.57**	f 7.07			82.8		HUBER	1.1
12.40		f 10.07	f 6.59	f 5.13	f 4.30		f 2.32	1.52		f 1.07	f 10.23		f 8.00	f 7.09			83.9		ST. MARYS	1.2
1.15AM		s 10.11	s 7.03	s 5.17	s 4.34		s 2.36	s 1.55PM		s 1.11	s 10.28		s 8.05	s 7.12	6.20AM		85.1	DR	**BEAVERTON**	2.3
		f 10.16	f 7.08	f 5.22	f 4.39		f 2.42			f 1.17	f 10.33		f 8.10	f 7.17	f 6.25		87.4		RALEIGH (O. E. Crossing) (No siding)	0.8
		f 10.18	f 7.10	5.24	f 4.41		f **2.44**			f 1.19	f 10.35		f 8.12	f 7.19	f 6.27		88.2		OLSEN (Spur)	0.3
		f 10.19	f 7.11	f 5.25	f 4.42		f 2.46			f 1.20	f 10.36		f 8.13	f 7.20	f 6.28		88.5		SHATTUCK (Spur)	0.7
		f	f		f		f			f	f		f	f	f		89.2		WOODROW (No siding)	1.0
		f	f		f		f			f	f		f	f	f		90.2		DOSCH (No siding)	0.5
		s 10.24	s 7.16	s 5.30	s 4.47		s 2.52			s 1.26	s 10.43		s 8.18	s 7.25	s 6.33		90.7		BERTHA	1.1
		f	f		f		f			f	f		f	f	f		91.8		3RD & MILES STS. (No Siding)	1.7
		f 10.30	f 7.22	f 5.36	f 4.53		f 2.58			f 1.33	f 10.50		f 8.24	f **7.33**	f 6.39		93.5		BANCROFT	0.7
		f	f		f		f			f	f		f	f	f		94.2		HOOKER ST. (No Siding)	0.9
		f 10.40	f 7.32	f **5.45**	f 5.03		f **3.08**			f 1.41	f 11.00		f 8.33	f 7.43	f 6.50		95.1		**4TH & JEFFERSON STS.**	0.6
		s 10.50	s 7.40	s 5.50	s 5.10		s 3.15			s 1.48	s **11.05**		s 8.40	s 7.50	s 6.55AM		95.7		**BURNSIDE ST.**	0.5
		s 10.55PM	s 7.45PM	s 6.00PM	s 5.15PM		s 3.20PM			s 1.55PM	s 11.15AM		s **8.45**AM	s 7.55AM			96.2	DNR	**PORTLAND**	
Arrive Daily Ex. Monday	Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(54.0)	
(4.15)	(0.25)	(1.20)	(2.15)	(2.35)	(1.20)	(0.18)	(2.10)	(0.20)	(0.05)	(1.20)	(2.40)	(0.16)	(2.15)	(1.20)	(0.35)	(0.05)			……Time over District	
10.09	18.00	20.17	22.14	20.90	20.17	24.33	22.98	28.80	37.20	19.80	19.21	27.37	22.14	19.80	19.00	37.20			……Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). **See pages 8, 9, and 10 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland. Additional flag stops: all trains except No. 102, Motts Farm, M. P. 10.1, Tobias M. P. 14.8, North Range and Fir Sts., on Main St. East of P. R. & N. Crossing and West of 6th St., Fir and 6th Sts., and 10th St. (near City Park), Hillsboro; 3rd and 5th Sts. and 3rd Avenue, Forest Grove; Krono M. P. 38.1; Batan M. P. 40.5; Howe's farm M. P. 45.3; Sight M. P. 47.4. No. 142 stops to discharge passengers from P. R. & N. **Time of S. P. Steam and P. R. & N. Trains at Hillsboro apply at Steam Station.**

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 84 January 21, 1915	Distance from Portland	FIRST CLASS														SECOND CLASS		Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
			101	351	107	141	111	355	113	103	353	357	115	105	117	109	233	231	
			West Side Electric	East Side Electric	McMinnville Electric	P. R. & N. Passenger	Forest Grove Electric	McMinnville Electric	Forest Grove Electric	West Side Electric	East Side Electric	McMinnville Electric	Forest Grove Electric	McMinnville Electric	Forest Grove Electric	McMinnville Electric	Way Freight	Way Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Mon., Wed., Fri.	
DR	**WHITESON** 4.3	54.0	s 9.45AM	s 9.55AM						s 6.00PM	s 6.10PM						6.00AM	12.45PM	16 WY
DR	**McMINNVILLE** 3.2	49.7	s 9.30	s 9.40	s 11.05AM			s 11.40AM		s 5.50	s 6.00	s 7.35PM		s 8.25PM		s 1.25AM	5.50	12.30PM	50
	ST. JOSEPH 4.1	46.5	s 9.20	9.34AM	s 10.55			11.31AM		s 5.39	5.49PM	7.26PM		s 8.17		s 1.17	5.20	11.55AM	22 PFY
D	CARLTON 3.4	42.4	s 9.12		s 10.45					s 5.28				s 8.10		s 1.10	5.00		30
	YAMHILL 2.4	39.0	s 9.06		s 10.37					s 5.20				s 8.03		s 1.04	4.45		20 P
	COVE ORCHARD (Spur) 2.6	36.6	f 8.59		f 10.31					f 5.14				f 7.58		f 12.59	4.35		14 P
	WAPATO (Spur) 2.4	34.0	f 8.54		f 10.25					f 5.08				f 7.53		f 12.54	4.25		11 P
D	GASTON 0.7	31.6	s 8.49		s 10.20					s 5.02				s 7.48		s 12.49	4.15		17 W
	PATTON 1.1	30.9	s 8.47		f 10.18					s 5.01				f 7.46		f 12.47	4.05		31 P
	SEGHERS (Spur) 1.3	29.8	f 8.45		f 10.16					f 4.59				f 7.44		f 12.45	4.00		20 P
	TEFFER (No siding) 0.8	28.5			f					f				f		f			
	DILLEY 0.7	27.7	s 8.41		s 10.12					s 4.54				s 7.41		s 12.42	3.50		21 P
	DETOUR 0.3	27.8	8.38		10.08					4.50				7.38		12.38			P
	RETLAW (No siding) 1.0	27.5			f					f				f		f			
DR	**FOREST GROVE** 1.3	26.5	s 8.35		s 10.05		s 12.15PM		s 3.35PM	s 4.45			s 7.00PM	s 7.35	s 9.20PM	s 12.35	3.40		10 P
	EDDY (No siding) 0.5	25.2			f		f		f	f			f	f	f	f			
	CATCHING 0.9	24.7	8.27		f 9.57		f 12.10		f 3.27	f 4.40			f 6.52	f 7.27	f 9.12	f 12.27			P
	CORNELIUS 0.8	23.8	s 8.25		s 9.55		s 12.08		s 3.25	s 4.38			s 6.50	s 7.25	s 9.10	s 12.25	2.40		28 P
	KILLGORE (No siding) 1.1	23.0			f				f	f			f	f	f	f			
	JOBE 1.4	21.9	8.20		f 9.49		f 12.05		f 3.21	f 4.34			f 6.47	f 7.22	f 9.07	f 12.22			3 P
	RANGE 0.8	21.5	8.18		9.45		12.02PM		3.18	4.31			6.44	7.19	9.04	12.19			P
DR	**HILLSBORO** 0.9	20.7	s 8.15		s 9.42	s 10.22AM	s 11.59		s 3.15	s 4.28			s 6.40	s 7.15	s 9.00	s 12.15	2.30		75 Y
	TILLAMOOK JCT. 1.2	19.8	8.10		9.37	10.19	11.53		3.08	4.23			6.33	7.08	8.54	12.09			P
	NEWTON (Spur) 1.0	18.6	8.08		f 9.35	10.16	f 11.51		f 3.06	f 4.21			f 6.31	f 7.06	f 8.52	f 12.07	1.45		7 P
	MATSON (Spur) 0.7	17.6	8.06		f 9.33	10.12	f 11.49		f 3.04	f 4.19			f 6.29	f 7.04	f 8.50	f 12.05	1.40		10 P
	WITCH HAZEL (No siding) 1.3	16.9	8.04		f 9.31	10.11	f 11.47		f 3.02	f 4.18			f 6.27	f 7.03	f 8.48	f 12.03	1.35		
	REEDVILLE 1.5	15.6	s 8.02		s 9.28	10.09	s 11.45		s 3.00	s 4.16			s 6.25	s 7.01	s 8.45	s 12.01AM	1.30		19 P
	ALOHA 0.7	14.1	s 7.58		f 9.25	10.06	f 11.42		f 2.57	f 4.13			s 6.22	f 6.58	f 8.42	f 11.58			3 P
	HUBER 1.1	13.4	f 7.57		f 9.24	10.05	f 11.41		f 2.56	f 4.11			s 6.21	f 6.57	f 8.41	f 11.56			7 P
	ST. MARYS (Spur) 1.2	12.3	f 7.55		f 9.22	10.03	f 11.39		f 2.54	f 4.09			s 6.19	f 6.54	f 8.39	f 11.54			4 PW
DR	**BEAVERTON** 2.3 (O. E. Crossing)	11.1	s 7.53		s 9.20	10.01AM	s 11.37		s 2.52	s 4.07			s 6.17	s 6.52	s 8.37	s 11.52	1.15AM		18 P
	RALEIGH (No siding) 0.8	8.8	f 7.47		f 9.16		f 11.31		f 2.46	f 4.02			s 6.11	f 6.46	f 8.31	f 11.46			
	OLSEN (Spur) 0.3	8.0	7.45		f 9.14		f 11.29		f 2.44	4.00			f 6.09	f 6.44	f 8.29	f 11.44			6
	SHATTUCK (Spur) 0.7	7.7	f 7.44		f 9.13		f 11.28		f 2.43	f 3.59			s 6.08	f 6.43	f 8.28	f 11.43			6 P
	WOODROW (No siding) 1.0	7.0			f		f		f				f	f	f	f			
	DOSCH (No siding) 0.5	6.0			f		f		f	f			f	f	f	f			
	BERTHA 1.1	5.5	s 7.40		s 9.09		s 11.24		s 2.39	s 3.54			s 6.04	s 6.39	s 8.24	s 11.39			21 P
	3RD & MILES STS. (No siding) 1.7	4.4			f		f		f				f	f	f	f			
	BANCROFT 0.7	2.7	f 7.33		f 9.03		f 11.18		f 2.33	f 3.48			f 5.58	f 6.33	f 8.18	f 11.33			13 P
	HOOKER ST. (No siding) 0.9	2.0			f		f		f	f			f	f	f	f			
	4TH & JEFFERSON STS. 0.6	1.1	f 7.25		f 8.55		f 11.10		f 2.25	f 3.40			f 5.50	f 6.25	f 8.10	f 11.25			
	BURNSIDE ST. 0.5	0.5	s 7.18		s 8.48		s 11.03		s 2.18	s 3.33			s 5.43	s 6.18	s 8.03	s 11.18			
DNR	**PORTLAND**	0.0	7.15AM		8.45AM		11.00AM		2.15PM	3.30PM			5.40PM	6.15PM	8.00PM	11.15PM			P
	(54.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Mon., Wed., Fri.	
	Time over District		(2.30)	(0.21)	(2.20)	(0.21)	(1.15)	(0.09)	(1.20)	(2.30)	(0.21)	(0.09)	(1.20)	(2.10)	(1.20)	(2.10)	(4.45)	(0.50)	
	Average speed per hour		21.55	21.42	21.40	27.42	21.19	20.66	20.17	21.60	21.42	18.70	20.17	22.98	20.17	22.98	9.03	8.76	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). **See pages 8, 9 and 10 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Flanders, Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland. Additional flag stops: all trains except No. 101, Mott's Farm M. P. 10.1; 10th st. (near City Park), 6th and Fir Sts., on Main St. West of 6th and East of P. R. & N. Crossing, and North Range and Fir Sts., Hillsboro; 3rd and 5th Sts. and 3rd Avenue, Forest Grove; Krono M. P. 38.1; Batan M. P. 40.5; Howe's Farm M. P. 45.3; Sight M. P. 47.4. No. 101 5th St., Forest Grove, and except Nos. 101 and 103 Tobias M. P. 14.8. No. 141 stops to discharge passengers from east of Beaverton. **Time of S. P. Steam and P. R. & N. Trains at Hillsboro apply at Steam Station.**

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 84

January 21, 1915

FIRST CLASS

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	322 Tualatin Electric	320 Oswego Electric	352 East Side Electric	318 Oswego Electric	360 Newberg Electric	316 Oswego Electric	142 P. R. & N. Passenger	358 McMinnville Electric	314 Oswego Electric	312 Oswego Electric	354 East Side Electric	310 Oswego Electric	308 Oswego Electric	306 Oswego Electric	356 McMinnville Electric	304 Oswego Electric	302 Oswego Electric	362 Newberg Electric	300 Oswego Electric	Distance from Airlie		STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday			
23PFY			3.34PM					12.46PM			8.42AM				6.06AM					43.5		**ST. JOSEPH**
19			s 3.38					s 12.50			s 8.46				s 6.10					45.0	D	1.5 LAFAYETTE
			f 3.42					f 12.54			f 8.51				f 6.14					46.8		1.8 OAK LAWN (No siding)
10 P			s 3.45					s 12.57			s 8.53				s 6.17					47.6		0.8 DAYTON
			f 3.49					f 1.00			f 8.57				f 6.20					48.9		1.3 CRAWFORD (No siding)
15 P			s 3.55					s 1.06			s 9.03				s 6.26					51.5		2.6 DUNDEE
P			3.59					1.10			**9.07**				6.30					53.9		2.2 FIRST ST.
P			s 4.05		2.25PM			s 1.15			s 9.10				s 6.35			1.00AM		54.2	DR	0.5 **NEWBERG**
			4.09		2.29			1.19			9.14				6.39			1.04		54.8		0.6 MERIDIAN
15 PW			s 4.13		s 2.32			s 1.22			s 9.17				s 6.42			s 1.07		55.9		1.3 SPRINGBROOK
3																				56.9		1.0 WEB (Spur)
12 P			f 4.21		s 2.39			f 1.29			f 9.24				f 6.49			f 1.14		58.2		1.3 REX
12 P			f 4.24		f 2.42			f 1.32			f 9.27				f 6.52			f 1.17		59.6		1.4 CHEHALEM
11			f 4.25		f 2.44			f 1.33			f 9.28				f 6.53			f 1.18		60.0		0.4 VOTAW
7 P			s 4.28		s 2.47			s 1.36			s 9.31				s 6.56			s 1.21		61.3		1.3 MIDDLETON (Spur)
25			s 4.32		s 2.51			s 1.40			s **9.36**				s 7.00			s 1.26		62.8	D	1.5 SHERWOOD
4			4.35		2.54			1.43			9.39				7.03			1.29		64.1		1.3 FORD (Spur)
4 P			f 4.38		f 2.56			f 1.45			f 9.41				f 7.05			f 1.31		65.0		0.9 CIPOLE (Spur)
7			f 4.40		f 2.58			f 1.47			f 9.43				f 7.07			f 1.33		65.8		0.8 HERRMAN (Spur)
20 P'	7.10PM		s **4.44**		s 3.00			s 1.50			s 9.46				s 7.10			s 1.36		67.1	R	1.3 **TUALATIN**
	f		f		f			f			f				f			f		67.6		0.5 GALBRAITH (No siding)
51 PY	s 7.15		s 4.49		s 3.04		2.16PM	s 1.55			s 9.50				s 7.15			s 1.40		69.2	R	1.6 **COOK**
	f 7.16		f 4.50		f 3.05		2.17	f 1.56			f 9.51				f 7.16			f 1.41		69.7		0.5 BRYANT (No Siding)
P	f		f		f			f			f				f			f		71.0		1.3 GOODIN
25 P	s 7.25	5.45PM	s **5.00**	**4.25PM**	s 3.15	2.35PM	s **2.25PM**	s 2.05	**1.20PM**	11.00	s 10.00	9.45AM	8.30AM	7.55AM	s 7.25	7.10AM	6.05AM	s 1.50	12.10AM	73.0	DR	2.0 **OSWEGO**
	f 7.26	f 5.46	5.01	f 4.26	f 3.16	f 2.36		f 2.06	f 1.21	f 11.01	10.01	f 9.46	f 8.31	f 7.56	7.26	f 7.11	f 6.06	f 1.51	f 12.11	73.3		0.3 WILSONIA (No siding)
	f	f		f	f	f		f	f	f		f	f	f		f	f	f	f	73.8		0.5 BRIARWOOD (No siding)
2	f 7.28	f 5.48	5.03	f 4.28	f 3.18	f 2.38		f 2.08	f 1.23	f 11.03	10.03	f 9.48	f 8.33	f 7.58	7.28	f 7.13	f 6.08	f 1.53	f 12.13	74.0		0.2 ROCK SPUR
7 P	f 7.32	f 5.52	5.05	f 4.32	f 3.22	f 2.42		f 2.12	f 1.27	f 11.05	**10.05**	f 9.51	f 8.36	f 8.01	7.30	f 7.16	f 6.10	f 1.55	f 12.15	74.6		0.6 ELK ROCK (Spur)
	f	f		f	f	f		f	f	f		f	f	f		f	f	f	f	74.8		0.2 RIVERWOOD (No siding)
10 P	f 7.33	f 5.53	5.06	f 4.33	f 3.23	f 2.43		f 2.13	f 1.28	f 11.06	10.06	f 9.52	f 8.37	f **8.03**	**7.31**	f 7.17	f 6.11	f 1.56	f 12.16	75.1		0.3 RIVERA
	f 7.34	f 5.54	5.07	f 4.34	f 3.24	f 2.44		f 2.14	f 1.29	f 11.07	10.07	f 9.53	f 8.38	f 8.05	7.32	f 7.18	f 6.12	f 1.57	f 12.17	75.3		0.2 RIVERDALE (No siding)
	f 7.35	f 5.55	5.08	f 4.35	f 3.25	f 2.45		f 2.15	f 1.30	f 11.08	10.08	f 9.54	f 8.39	f 8.06	7.33	f 7.19	f 6.13	f 1.58	f 12.18	75.6		0.3 EWAHWE (No siding)
18 P	f 7.38	f **5.58**	5.10	f **4.37**	f **3.29**	f 2.48		f **2.18**	f 1.33	f 11.10	10.10	f **9.57**	f 8.42	f **8.10**	7.35	f **7.22**	f 6.15	f 2.00	f 12.20	76.5		0.9 CEMETERY
	f 7.40	f 6.00	5.11	f 4.40	f 3.30	f 2.50		f 2.20	f 1.35	f 11.11	10.11	f 9.59	f 8.44	f 8.12	7.36	f 7.24	f 6.16	f 2.01	f 12.21	77.1		0.6 FULTON (No siding)
2	f 7.41	f 6.01	5.12	f 4.41	f 3.31	f 2.51		f 2.21	f 1.36	f 11.12	10.12	f 10.00	f 8.45	f 8.13	7.37	f 7.25	f 6.17	f 2.02	f 12.22	77.5		0.4 SOUTHERN PORTLAND
10	f 7.44	f 6.04	5.14	f 4.44	f 3.33	f 2.54		f 2.24	f 1.39	f 11.14	10.14	f 10.03	f 8.48	f 8.15	7.39	f 7.28	f 6.19	f 2.04	f 12.24	78.3		0.8 ZIMMERMAN (Spur) (Spur)
6	f 7.45	f 6.05	5.15	f 4.45	f 3.34	f 2.55		f 2.25	f 1.40	f 11.15	10.15	f 10.04	f 8.49	f 8.16	7.40	f 7.29	f 6.20	f 2.05	f 12.25	78.5		0.2 MULBOX (Spur)
4																				78.6		0.1 THORSEN (Spur)
11 P	f 7.47	f 6.06	5.16	f 4.47	f 3.35	f 2.57		f 2.27	f 1.42	f 11.16	10.16	f 10.06	f 8.51	f 8.17	7.41	f 7.31	f 6.21	f 2.06	f 12.26	79.2		0.6 TURNTABLE
25 P	s 7.50	s 6.10	s **5.20**	s 4.50	s 3.40	s 3.00		s 2.30	s 1.45	s 11.20	s 10.20	s 10.10	s 8.55	s 8.20	s **7.45**	s 7.35	s 6.25	s 2.10	s 12.30	80.0	D	0.8 **JEFFERSON ST. DEPOT**
	f 7.53	f 6.13	f 5.23	f 4.53	f **3.43**	f 3.03		f 2.33	f 1.48	f 11.23	f **10.23**	f 10.13	f 8.58	f 8.23	f **7.48**	f **7.38**	f 6.28	f 2.13	f 12.33	80.3		0.3 **4TH & JEFFERSON STS.**
	s 8.00PM	s 6.20PM	s **5.33**	s 5.00PM	s **3.50**	s 3.10PM		s 2.40	s 1.55PM	s 11.30	s 10.30	s 10.20AM	s 9.05AM	s 8.33	s 7.55	s 7.45AM	s 6.35AM	s 2.20AM	s 12.40AM	80.9		0.6 **BURNSIDE ST.**
P			s **5.40PM**		s 3.55PM			s 2.45PM		s 11.35AM	s 10.40AM			s **8.40AM**	s 8.05AM					81.4	DNR	0.5 **PORTLAND**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday			(37.9)
	(0.50)	(0.35)	(2.06)	(0.35)	(1.30)	(0.35)	(0.9)	(1.59)	(0.35)	(0.35)	(1.58)	(0.35)	(0.35)	(0.45)	(1.59)	(0.35)	(0.30)	(1.20)	(0.30)			........Time over District
	16.56	13.54	18.04	13.54	18.26	13.54	25.33	19.10	13.54	14.40	19.11	13.54	13.54	11.19	19.10	13.54	15.79	20.04	15.79			........Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 9 and 10 for additional trains between Portland and St. Joseph and pages 6 and 7 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland, and except No. 142 on flag at Lake Grove, Jean M P 12.7, Pacific College, and Main St. Newberg, Oswego locals at Jones.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

FIRST CLASS

Time Table No. 84

January 21, 1915

	STATIONS	Distance from Portland	301 Oswego Electric	303 Oswego Electric	305 Oswego Electric	351 East Side Electric	307 Oswego Electric	141 P. R. & N. Passenger	309 Oswego Electric	355 McMinnville Electric	311 Oswego Electric	313 Oswego Electric	359 Newberg Electric	315 Oswego Electric	317 Oswego Electric	353 East Side Electric	319 Beaverton Electric	321 Oswego Electric	357 McMinnville Electric	323 Tualatin Electric	Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	ST. JOSEPH	37.9				s 9.33AM				s 11.30AM						s 5.48PM			s 7.25PM		23	PFY
D	1.5 LAFAYETTE	36.4				s 9.29				s 11.25						s 5.43			s 7.20		19	
	1.8 OAK LAWN (No Siding)	34.6				f 9.25				f 11.21						f 5.39			f 7.15			
	0.8 DAYTON	33.8				s 9 23				s 11.19						s 5.37			s 7.13		19	P
	1.3 CRAWFORD (No Siding)	32.5				f 9.19				f 11.15						f 5.33			f 7.09			
	2.6 DUNDEE	29.9				s 9.12				s **11.09**						s 5.29			s 7.05		15	P
	2.2 FIRST ST.	27.9				**9.07**				11.04						5.26			7.02			P
DR	0.5 **NEWBERG**	27.4				s 9.03				s 11.02			s 2.05PM			s 5.24			s 7.00			P
	0.6 MERIDIAN	26.8				8.57				10.57			2.01			5.19			6.55			
	1.3 SPRINGBROOK	25.5				s 8.55				s 10.55			s 1.59			s 5.17			s 6.53		15	PW
	1.0 WEB (Spur)	24.5																			3	
	1.3 REX	23.2				f 8.47				f 10.47			f 1.52			f 5.09			f 6.45		12	P
	1.4 CHEHALEM	21.8				f 8.42				f 10.43			f 1.48			f 5.05			f 6.42		12	P
	0.4 VOTAW	21.4				f 8.41				f 10.42			f 1.47			f 5.04			f 6.41		11	
	1.3 MIDDLETON (Spur)	20.1				s 8.37				s 10.38			s 1.44			s 5.00			s 6.37		7	P
D	1.5 SHERWOOD	18.6				s 8.33				s 10.34			s 1.40			s 4.56			s 6.33		25	
	1.3 FORD (Spur)	17.3				8.28				10.30			1.33			4.52			6.29		4	
	0.9 CIPOLE (Spur)	16.4				f 8.26				f 10.28			f 1.31			f 4.50			f 6.27		4	P
	0.8 HERRMAN (Spur)	15.6				f 8.24				f 10.26			f 1.29			f 4.48			f 6.25		7	
R	1.3 **TUALATIN**	14.3				s 8.22				s 10.24			s 1.27			s **4.44**			s 6.23	s 7.05PM	20	P
	0.5 GALBRAITH (No Siding)	13.8				f				f			f			f			f	f		
R	1.6 **COOK**	12.2				s 8.18		s 9.39AM		s 10.20			s 1.23			s 4.36	s 5.10PM		s 6.19	s 7.00	51	PY
	0.5 BRYANT (No Siding)	11.7				f 8.17		9.38		f 10.18			f 1.22			f 4.34	f 5.08		f 6.18	f 6.59		
	1.3 GOODIN	10.4				f				f			f			f	f		f	f		P
DR	2.0 **OSWEGO**	8.4	s 6.00AM	s 7.05AM	s 7.40AM	s 8.10	s 8.25AM	9.30AM	s 9.40AM	s 10.10	s 10.55AM	s 12.45PM	s **1.15**	s **2.30PM**	s 3.45PM	s **4.25**	s **5.00**	s 5.40PM	s 6.10	s 6.53	25	P
	0.3 WILSONIA (No siding)	8.1	f 5.59	f 7.04	f 7.39	8.08	f 8.23		f 9.39	f 10.09	f 10.54	f 12.43	f 1.14	f 2.29	f 3.43	4.24	f 4.49	f 5.39	f 6.09	f 6.51		
	0.5 BRIARWOOD (No siding)	7.6	f	f	f		f		f	f	f	f	f	f	f		f	f	f	f		
	0.2 ROCK SPUR	7.4	f 5.56	f 7.01	f 7.37	8.06	f 8.20		f 9.37	f 10.07	f 10.52	f 12.40	f 1.12	f 2.27	f 3.40	4.22	f 4.47	f 5.37	f 6.07	f 6.49	2	
	0.6 ELK ROCK (Spur)	6.8	f 5.53	f 6.58	f 7.33	8.04	f 8.16		f 9.34	f **10.05**	f 10.48	f 12.37	f 1.08	f 2.24	f 3.36	4.18	f 4.43	f 5.33	f 6.04	f 6.46	7	P
	0.2 RIVERWOOD (No siding)	6.6	f	f	f		f		f	f	f	f	f	f	f		f	f	f	f		
	0.3 RIVERA	6.3	f 5.52	f 6.57	f **7.31**	**8.03**	f 8.15		f 9.33	f 10.02	f 10.47	f 12.36	f 1.07	f 2.23	f 3.35	4.17	f 4.42	f 5.32	f 6.02	f 6.45	10	P
	0.2 RIVERDALE (No siding)	6.1	f 5.51	f 6.56	f 7.26	8.02	f 8.14		f 9.32	f 10.01	f 10.46	f 12.35	f 1.06	f 2.22	f 3.34	4.16	f 4.41	f 5.31	f 6.01	f 6.44		
	0.3 EWAHWE (No siding)	5.8	f 5.50	f 6.55	f 7.25	8.01	f 8.13		f 9.31	f 10.00	f 10.45	f 12.34	f 1.05	f 2.21	f 3.33	4.15	f 4.40	f 5.30	f 6.00	f 6.43		
	0.9 CEMETERY	4.9	f 5.48	f 6.53	f **7.22**	7.59	f **8.10**		f 9.27	f **9.57**	f 10.42	f 12.31	f 1.02	f **2.18**	f **3.29**	4.12	f **4.37**	f 5.27	f **5.58**	f 6.40	18	P
	0.6 FULTON (No siding)	4.3	f 5.47	f 6.52	f 7.19	7.58	f 8.08		f 9.25	f 9.55	f 10.40	f 12.29	f 1.00	f 2.15	f 3.28	4.10	f 4.35	f 5.25	f 5.55	f 6.38		
	04. SOUTHERN PORTLAND	3.9	f 5.46	f 6.51	f 7.18	7.57	f 8.07		f 9.24	f 9.54	f 10.39	f 12.28	f 12.59	f 2.14	f 3.27	4.09	f 4.34	f 5.24	f 5.54	f 6.37	2	
	0.8 ZIMMERMAN (Spur) (Spur)	3.1	f 5.44	f 6.49	f 7.16	7.55	f 8.05		f 9.21	f 9.51	f 10.36	f 12.25	f 12.56	f 2.11	f 3.25	4.06	f 4.31	f 5.22	f 5.51	f 6.35	10	
	0.2 MULBOX (Spur)	2.9	f 5.43	f 6.48	f 7.15	7.54	f 8.04		f 9.20	f 9.50	f 10.35	f 12.24	f 12.55	f 2.10	f 3.24	4.05	f 4.30	f 5.21	f 5.50	f 6.34	6	
	0.1 THORSEN (Spur)	2.8																			4	
	0.6 TURNTABLE	2.2	f 5.42	f 6.47	f 7.13	7.53	f 8.03		f 9.18	f 9.48	f 10.33	f 12.23	f 12.53	f 2.08	f 3.23	4.03	f 4.28	f 5.20	f 5.48	f 6.33	11	P
D	0.8 **JEFFERSON ST. DEPOT**	1.4	s 5.40	s 6.45	s 7.10	s **7.47**	s 8.00		s 9.15	s 9.45	s 10.30	s 12.20	s 12.50	s 2.05	s 3.20	s 3.57	s 4.25	s **5.17**	s 5.45	s 6.30	25	P
	0.3 **4TH & JEFFERSON STS.**	1.1	f 5.35	f 6.40	f 7.05	f **7.40**	f **7.53**		f 9.10	f 9.40	f **10.25**	f 12.15	f 12.45	f 2.00	f **3.15**	f 3.50	f 4.20	f 5.10	f 5.38	f 6.25		
	0.6 **BURNSIDE ST.**	0.5	5.30AM	6.35AM	7.00AM	s 7.35	7.45AM		9.05AM	s 9.33	10.20AM	s 12.10	s 12.38	1.55PM	3.10PM	s **3.43**	s 4.13	5.05PM	s **5.33**	6.20PM		
DNR	0.5 **PORTLAND**	0.0				7.30AM				9.30AM		12.05PM	12.35PM			3.40PM	4.10PM		5.30PM			P
	(37.9)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	Time over District		(0.30)	(0.30)	(0.40)	(2.03)	(0.40)	(0.09)	(0.30)	(2.00)	(0.35)	(0.40)	(1.30)	(0.35)	(0.35)	(2 08)	(1.00)	(0.35)	(1.55)	(0.45)		
	Average speed per hour		15.79	15.79	11.85	18.48	11.85	23.10	15.79	18.94	13.54	12.60	18.26	13.54	13.54	19.38	12.20	13.54	19.77	18.40		

Westward trains are superior to trains of the same class in the opposite direction (See Rule 72). **See pages 8 and 10 for additional trains between Portland and St. Joseph and pages 6 and 7 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Flanders Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland, and except No. 141 on flag at Lake Grove, Jean M P 12.7, Pacific College, and Main St. Newberg, Oswego locals at Jones.

JUNCTION CITY SUBDIVISION

Eastward **FROM SAN FRANCISCO** | **TOWARD SAN FRANCISCO** Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS		FIRST CLASS		Distance from Airlie		Time Table No. 84 January 21, 1915 STATIONS		Distance from Portland	FIRST CLASS				SECOND CLASS	
		232 Way Freight	234 Way Freight	326 Cook Electric	324 Oswego Electric						325 Oswego Electric	327 Cook Electric	329 Oswego Electric	361 Newberg Electric	233 Way Freight	231 Way Freight
		Leave Tues. Thurs., Sat.	Leave Daily Ex. Monday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Monday	Arrive Mon., Wed., Fri.
23	PFY	10.30AM				43.5		**ST. JOSEPH**	1.5	37.9						11.50AM
19		10.35				45.0	D	LAFAYETTE	1.8	36.4						11.45
		10.40				46.8		OAK LAWN (No Siding)	0.8	34.6						11.35
10	P	10.45				47.6		DAYTON	1.3	33.8						11.30
		10.50				48.9		CRAWFORD (No Siding)	2.6	32.5						11.25
15	P	**11.09**				51.5		DUNDEE	2.2	29.9						**11.09**
	P	11.15				53.9		FIRST ST.	0.5	27.9						10.45
	P	12.01PM				54.2	DR	**NEWBERG**	0.6	27.4				s 12.55AM		10.40
	P	12.05				54.8		MERIDIAN	1.3	26.8				12.50		10.20
15	PW	12.15				55.9		SPRINGBROOK	1.0	25.5				s 12.48		10.15
3						56.9		WEB (Spur)	1.3	24.5						
12	P	12.35				58.2		REX	1.4	23.2				f 12.40		10.00
12	P	12.43				59.6		CHEHALEM	0.4	21.8				f 12.37		9.55
11		12.45				60.0		VOTAW	1.3	21.4				f 12.36		9.50
7	P	12.55				61.3		MIDDLETON Spur)	1.5	20.1				s 12.32		9.45
25	P	1.40				62.8	D	SHERWOOD	1.3	18.6				s 12.28		**9.36**
4		1.53				64.1		FORD (Spur)	0.9	17.3				12.24		9.05
4	P	1.56				65.0		CIPOLE (Spur)	0.8	16.4				f 12.22		9.00
7		1.59				65.8		HERRMAN (Spur)	1.3	15.6				f 12.20		8.53
20	P	2.05				67.1	R	**TUALATIN**	0.5	14.3				s 12.18		8.50
						67.6		GALBRAITH (No siding)	1.6	13.8				f		
51	PY	2.27	2.30AM	10.30PM		69.2	R	**COOK**	0.5	12.2		s 10.10PM		s 12.14	12.30AM	8.41
		2.30	2.32	f 10.31		69.7		BRYANT (No siding)	1.3	11.7		f 10.08		f 12.13		
	P			f		71.0		GOODIN	2.0	10.4		f		f		
25	P	2.45PM	2.50AM	s 10.40	8.35PM	73.0	DR	**OSWEGO**	0.3	8.4	s 8.30PM	s 10.00	s 12.05AM	s 12.05	12.15AM	8.25AM
				f 10.41	f 8.36	73.3		WILSONIA (No siding)	0.5	8.1	f 8.29	f 9.59	f 12.04	f 12.04		
				f	f	73.8		BRIARWOOD (No siding)	0.2	7.6	f	f	f	f		
2				f 10.43	f 8.38	74.0		ROCK SPUR	0.6	7.4	f 8.26	f 9.56	f 12.01AM	f 12.01AM		
7	P			f 10.45	f 8.40	74.6		ELK ROCK (Spur)	0.2	6.8	f 8.23	f 9.53	f 11.58	f 11.58		
				f	f	74.8		RIVERWOOD (No siding)	0.3	6.6	f	f	f	f		
10	P			f 10.46	f 8.41	75.1		RIVERA	0.2	6.3	f 8.22	f 9.52	f 11.57	f 11.57		
				f 10.47	f 8.42	75.3		RIVERDALE (No siding)	0.3	6.1	f 8.21	f 9.51	f 11.56	f 11.56		
				f 10.48	f 8.43	75.6		EWAHWE (No siding)	0.9	5.8	f 8.20	f 9.50	f 11.55	f 11.55		
18	P			f 10.50	f 8.45	76.5		CEMETERY	0.6	4.9	f 8.18	f 9.48	f 11.53	f 11.53		
				f 10.51	f 8.46	77.1		FULTON (No siding)	0.4	4.3	f 8.17	f 9.47	f 11.52	f 11.52		
2				f 10.52	f 8.47	77.5		SOUTHERN PORTLAND (Spur)	0.8	3.9	f 8.16	f 9.46	f 11.51	f 11.51		
10				f 10.54	f 8.49	78.3		ZIMMERMAN (Spur)	0.2	3.6	f 8.14	f 9.44	f 11.49	f 11.49		
6				f 10.55	f 8.50	78.5		MULBOX (Spur)	0.1	2.9	f 8.13	f 9.43	f 11.48	f 11.48		
4						78.6		THORSEN (Spur)	0.6	2.8						
11	P			f 10.56	f 8.51	79.2		TURNTABLE	0.8	2.2	f 8.12	f 9.42	f 11.47	f 11.47		
25	P			s 11.00	s 8.55	80.0	D	**JEFFERSON ST. DEPOT**	0.3	1.4	s 8.10	s 9.40	s 11.45	s 11.45		
				f 11.03	f 8.58	80.3		**4TH & JEFFERSON STS.**	0.6	1.1	f 8.05	f 9.35	f 11.40	f 11.40		
				s 11.10	s 9.05PM	80.9		**BURNSIDE ST.**	0.5	0.5	8.00PM	9.30PM	s 11.35	s 11.35		
	P			s 11.15PM		81.4	DNR	**PORTLAND**		0.0			11.30PM	11.30PM		
								(37.9)								
		Arrive Tues. Thurs., Sat.	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily Ex. Sat'day	Leave Sat'd'y Only	Leave Daily Ex. Monday	Leave Mon., Wed., Fri.
		(4.15)	(0.20)	(0.45)	(0.30)			Time over District			(0.30)	(0.40)	(0.35)	(1.25)	(0.15)	(3.25)
		6.93	11.40	16.26	15.79			Average speed per hour			15.79	17.55	14.40	19.33	16.19	8.61

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). **See pages 8 and 9 for additional trains between Portland and St. Joseph and pages 6 and 7 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Flanders, Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland, and on flag at Jean M. P. 12.7, Pacific College and Main St., Newberg, Lake Grove, and Oswego locals at Jones.

Eastward From San Francisco **JUNCTION CITY SUBDIVISION** Toward San Francisco Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		2d CLASS	FIRST CLASS			Distance from Corvallis	Time Table No. 84 January 21, 1915		Distance from Portland	FIRST CLASS			2d CLASS
		232	**138**	**102**	**354**					**101**	**137**	**353**	**231**
		Way Freight	Motor	Eugene Passenger	Corvallis Passenger					Eugene Passenger	Motor	Corvallis Passenger	Way Freight
		Leave Tues. Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed., Fri.
60	Y	7.00AM		1.15PM	6.45AM	0.0	DR	**CORVALLIS**	96.2	s 12.01PM		s 8.15PM	4.45PM
		7.08		s 1.25	s 6.51	1.4		1.4 **C. & E. CROSSING**	94.8	s 11.51		s 8.07	4.35
5		7.18		f 1.34	f 6.58	5.3		3.9 LEWISBURG (Spur)	90.9	f 11.34		f 7.57	4.20
5	W	7.25		f 1.41	f 7.04	7.8		2.5 CALLOWAY (Spur)	88.4	f 11.28		f 7.51	4.10
23		7.32		s 1.47	s 7.09	10.4		2.6 WELLSDALE	85.8	s 11.21		s 7.45	4.00
23		7.42		s 1.54	s 7.15	13.5		3.1 SUVER	82.7	s 11.13		s 7.38	3.40
20		7.49		s 1.59	s 7.20	15.5		2.0 PARKER	80.7	s 11.07		s 7.33	3.30
297						18.5		3.0 WIGRICH JCT. (Spur)	77.7				
20	T	8.05	4.30PM	s 2.14	s 7.35	20.8	DR	2.3 **INDEPENDENCE**	75.4	s 10.52	s 4.25PM	s 7.15	3.10
			s 4.44PM	s 2.27	s 7.49	25.9	R	5.1 **GERLINGER**	70.3	s 10.38	4.12PM	s 7.00	2.35
22	W	8.20		s 2.31	s 7.51	26.6		0.7 (S.F.C.&W.Csg.) DERRY	69.6	s 10.33		s 6.51	2.31
10		8.30		f 2.40	f 7.57	29.9		3.3 CROWLEY (Spur)	66.3	f 10.24		f 6.43	2.00
22		8.45		s 2.50	s 8.05	34.3		4.4 McCOY	61.9	s 10.16		s 6.35	1.45
32		9.00		s 3.00	s 8.16	39.6		5.3 AMITY	56.6	s 10.06		s 6.24	1.30
16	WY	9.10AM		s 3.10PM	s 8.21AM	42.2	DR	2.6 **WHITESON**	54.0	10.00AM		6.16PM	1.00PM
		Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily			(42.2)		Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed., Fri.
		(2.10)	(0.14)	(1.55)	(1.36)			Time over District		(2.01)	(0.13)	(1.59)	(3.45)
		19.47	22.29	22.01	26.37			Average speed per hour		20.92	24.00	21.27	11.25

Westward trains are superior to trains of the same class in the opposite direction (see Rul 72.) Additional flag stops: All trains Ledford M. P. 79.0; Nos. 137 and 138—O'Brien Place, between Independence and Gerlinger, and Grant Street, Independence.

Eastward From San Francisco **JUNCTION CITY SUBDIVISION** Toward San Francisco Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS		Ist CLASS	Distance from Beaverton	Time Table No. 84 January 21, 1915		Distance from Portland	FIRST CLASS		SECOND CLASS	
		232	**234**	**142**					**141**	**319**	**233**	**231**
		Way Freight	Way Freight	P. R. & N. Passenger					P. R. & N. Passenger	Beaverton Electric	Way Freight	Way Freight
		Leave Tues. Thurs., Sat.	Leave Daily Ex. Monday	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Mon. Wed., Fri.
18	T		1.45AM	1.56PM	0.0	DR	**BEAVERTON**	20.4	s 10.00AM	s 5.30PM	1.05AM	
5			1.50	f 2.01	2.2		2.2 FANNO (Spur)	18.2	f 9.54	f 5.23	12.58	
6	P		1.55	f 2.03	3.1		0.9 ROBINSON (Spur)	17.3	f 9.52	f 5.21	12.55	
					3.8		0.7 O. E. CROSSING	16.6				
8	P		2.00	f 2.07	4.6		0.8 TIGARD	15.8	f 9.48	f 5.17	12.50	
7	P		2.10	f 2.10	6.1		1.5 HARMON (Spur)	14.3	f 9.44	f 5.14	12.40	
51	PY		2.20AM	s 2.15PM	7.4	R	1.3 **COOK**	13.0	9.40AM	5.11PM	12.35AM	
For schedule of trains Oswego-Cook see pgs. 8, 9 and 10									For schedule of trains Oswego-Cook see pgs. 8, 9 and 10			
25		2.55PM	3.15AM	s 2.25PM	11.2	DR	**OSWEGO**	9.2	s 9.29AM		12.10AM	8.20AM
48		3.05	3.25	2.30	12.3		1.1 MENEFEE	8.1	9.25		12.04	8.10
5		3.10	3.45	s 2.34	13.5		1.2 MILWAUKEE	6.9	s 9.23		12.01AM	8.07
		3.15PM	3.50AM	2.38PM	14.6		1.1 **WILLSBURG JCT.**	5.8	9.21AM		11.57PM	8.04AM
		Arrive Tues. Thurs., Sat.	Arrive Daily Ex. Monday	Arrive Daily			(10.8)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon. Wed., Fri.
		(0.20)	(2.05)	(0.35)			Time over District		(0.28)	(0 19)	(1.08)	(0 16)
		10.20	5.18	13.50			Average speed per hour		23 14	24.60	9.52	12.75

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS				FIRST CLASS				Distance from Airlie and Branch Terminals	Time Table No. 84 January 21, 1915		Distance from Portland via Jefferson St.	FIRST CLASS				SECOND CLASS			
		234	**236**	**250**	**212**	**380**	**378**	**352**	**104**					**351**	**377**	**379**	**103**	**233**	**211**	**235**	**249**
		Way Freight	Way Freight	Way Freight	Way Freight	Passenger	Passenger	Airlie Passenger	Willamina Passenger					Airlie Passenger	Passenger	Passenger	Willamina Passenger	Way Freight	Way Freight	Way Freight	Way Freight
		Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Sun., Wed., Fri.	Arrive Tues., Thurs., Sat.
10	T				8.30AM			1.00PM		0.0	R	**AIRLIE**	81.4	s 11.59AM					8.00AM		
20								f		1.4		1.4 CRISP	80.0	f							
3					8.37			f 1.07		2.2		0.8 SIMPSON (Spur)	79.2	f 11.50					7.50		
2					8.43			f 1.13		3.9		1.7 STRONG (Spur)	77.5	f 11.43					7.45		
7					8.48			f 1.18		5.4		1.5 LUCKIAMUTE (Spur)	76.0	f 11.38					7.40		
9	Y				9.05			s 1.30		9.2	D	3.8 **MONMOUTH**	72.2	s 11.27					7.25		
										16.0		6.8 S. F. C. & W. CROSSING	65.4								
26	WY		7.30PM		9.30AM			s 2.00		16.4	DR	0.4 **DALLAS**	65.0	s 11.07					7.00AM	7.50AM	
9			7.45					f 2.10		19.6		3.2 POLK	61.8	f 10.53						7.35	
16			7.57					f 2.21		22.4		2.8 SMITHFIELD	59.0	f 10.42						7.20	
12			8.15					s 2.33		26.9		4.5 PERRYDALE	54.5	s 10.30						7.00	
21	T			7.55PM		4.20PM	2.10PM		7.35AM	0.0	DR	2.2 **SHERIDAN**	59.3		s 10.55AM	s 3.10PM	s 7.00PM				7.20AM
15				8.15		s 4.35	s 2.23		s 7.48	4.2		4.2 BALLSTON	55.1		s 10.43	s 2.55	s 6.45				7.00
	Y	8.30PM	8.25PM	8.25PM		s 4.45	s 2.30PM	s 2.41	s 7.56	29.1	R	2.8 **BROADMEAD**	52.3	s 10.23	s 10.35	2.45PM	s 6.36	6.45AM		6.50AM	6.50AM
7		8.32				f 4.46		f 2.43	f 7.57	29.6		0.5 WINCH (Spur)	51.8	f 10.19	f 10.29		f 6.33	6.40			
4		8.40				f 4.51		f 2.49	f 8.02	31.7		2.1 HARRISON (Spur)	49.7	f 10.14	f 10.24		f 6.28	6.30			
22		8.43				f 4.53		f 2.52	f 8.04	32.5		0.8 BRIEDWELL	48.9	f 10.11	f 10.21		f 6.25	6.25			
4		8.50				f 4.59		f 2.59	f 8.10	34.8		2.3 HOLMES (Spur)	46.6	f 10.04	f 10.14		f 6.19	6.15			
16	WY	8.55PM				s 5.05PM		s 3.03PM	s 8.15AM	36.2	DR	1.4 **WHITESON**	45.2	10.00AM	10.10AM		6.15PM	6.10AM			
		Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(36.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Sun., Wed., Fri.	Leave Tues., Thurs., Sat.
		(0.35)	(0 55)	(0 30)	(1 00)	(0.45)	(0 20)	(2 03)	(0 40)			Time over District		(1.59)	(0.45)	(0.25)	(0.45)	(0.35)	(1.00)	(1.00)	(0.30)
		12.17	13.81	14.00	16.40	18.81	21.00	17.65	21 15			Average speed per hour		18.25	18.40	16.80	18.40	12.17	16.40	12.70	14.00

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) **Exception: No. 378 is superior to No. 379.** Nos. 211 and 212 will carry passengers. Additional flag stops, Wabash M. P. 54D, Mulkey M. P. 69.2.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

Time Table No. 84
January 21, 1915

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS			FIRST CLASS								Distance from San Francisco			STATIONS	
		246	86	242	80	74	98	76	64	82	62	10					
		Way Freight	Mixed	Way Freight	Willamette Limited	Passenger	Mixed	Mixed	Passenger	Willamette Limited	Passenger	Silverton Passenger					
		Leave Daily Ex. Sunday	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
27	WFOY	2.00PM					8.35AM						645.0	DR		**SPRINGFIELD**	
													645.1		0.1	P. E. & E. CROSSING	
11		2.15					f 8.45						648.9		3.8	ARMITAGE	(Spur)
15		2.30PM					s 8.55						652.4	DR	3.5	**COBURG**	
6							f 9.07						656.5		4.1	WILKINS	(Spur)
8							f 9.19						660.3		3.8	PRICEBORO	(Spur)
13							f 9.29						663.6		3.3	ROWLAND	
4							f 9.41						667.6		4.0	TWIN BUTTES	(Spur)
20	WT			7.40AM			s 10.00			6.55AM			672.0	DR	4.4	**BROWNSVILLE**	
				7.47			f 10.06			f 7.01			674.3		2.3	LINN	(No siding)
14				8.00			s 10.18			s 7.12			678.3		4.0	PLAINVIEW	
14				8.12			10.30			7.23			682.4		4.1	LOWSON	
16	Y		1.35PM	8.30	7.30PM		s 10.45			s 7.30	7.05AM		684.8	R	2.4	**TALLMAN**	
14			f 1.38	8.35	f 7.32		f 10.50			f 7.33	f 7.07		685.5		0.7	IRVINVILLE	
67			f		f		f			f			687.9		2.4	CALAHAN	(Spur)
24	WT		s 1.50PM	8.50	s 7.40PM		s 11.00AM			s 7.45AM	s 7.15		688.5	DR	0.6	**LEBANON**	
14				9.02							f 7.26		692.8		4.3	BREWSTER	
15				9.08							f 7.31		694.9		2.1	GRIGGS	
10													696.5		1.6	BALM	(Spur)
12				9.16							s 7.40		697.4		0.9	CRABTREE	
9				9.20							f 7.43		698.7		1.3	GAINES	(Spur)
7											f		700.6		1.9	GILKEY	
17				9.35							s 7.55		702.9	D	2.3	WEST SCIO	
9				9.45							s 8.00		704.7		1.8	SHELBURN	
13				9.55							f 8.05		706.9		2.2	NORTH SANTIAM	(C&E Crossing)
13				10.10							s 8.12		708.3		1.4	WEST STAYTON	
5											f		709.9		1.6	SHAFF	(Spur)
9	W			10.30							s 8.25		712.1		2.2	AUMSVILLE	
27				10.45							s 8.35		715.0		2.9	SHAW	
14				11.00							s 8.43		717.4		2.4	MACLEAY	
40						4.15PM		10.00AM					726.2	DNR	2.0	**SALEM**	
40						f 4.27		f 10.15					722.8		3.4	LACHMUND	
20	Y			11.10		s 4.40		s 10.30			s 8.50		719.4	R	3.4	**GEER**	
4													720.6		1.2	DURBIN	(Spur)
20				11.20		s 4.45		s 10.37			s 8.55		721.3		0.7	PRATUM	
10				11.30		f 4.49		f 10.45			f 9.00		723.0		1.7	SWITZERLAND	(Spur)
17	WY			12.30PM		s 5.00		s 10.59AM	2.00PM		s 9.15	7.30AM	727.3	DR	4.3	**SILVERTON**	
4						f			f		f	f	728.8		1.5	ABIQUA	(Spur)
11				12.40		f 5.05			f 2.05		f 9.21	f 7.35	729.6		0.8	DOWNS	(Spur)
29				1.00		s 5.10			s 2.10		s 9.30	s 7.40	731.5	D	1.9	MT. ANGEL	
8				1.05		f 5.13			f 2.13		f 9.34	f 7.42	732.6		1.1	BARON	(Spur)
17				1.13		s 5.16			s 2.16		s 9.38	s 7.44	733.7		1.1	McKEE	(Spur)
4				1.20		f 5.20			f 2.20		f 9.43	f 7.47	735.1		1.4	TOWNSEND	(Spur)
59	WYF			1.40PM		s 5.30PM			s 2.30PM		s 9.55AM	s 7.55AM	737.9	DNR	2.8	**WOODBURN**	
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(92.9)	
		(0.30) 14.79	(0.15) 14.79	(6.00) 10.83	(0.10) 22.20	(1.15) 20.24	(2.25) 18.00	(0.59) 14.80	(0.30) 21.20	(0.50) 19.40	(2.50) 18.74	(0.25) 24.96				....................Averagespeed per hour. ....Time over District.	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.) Exceptions: No. 10 is superior to No. 73; No. 82 is superior to No. 79; No. 80 is superior to No. 83; No. 86 is superior to Nos. 241 and 97. Additional flag stops for all trains: Selah Springs, M. P. 724.2; County Road Crossing, between Priceboro and Wilkins; Grange Hall, between Rowland and Twin Buttes; Yeoman, 1.5 miles east of Lachmund; Gesner, 1 mile west of Lachmund; Road Crossing, 1.8 miles west of Silverton. Glasser M. P. 680.8 and Went M. P. 682.9. No. 246 will carry passengers between Springfield and Coburg.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 84 January 21, 1915	Distance from Portland via Lebanon	FIRST CLASS								SECOND CLASS				Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
			79	73	63	75	97	61	83	9	243	245	87	241	
			Willamette Limited	Passenger	Passenger	Mixed	Mixed	Passenger	Willamette Limited	Silverton Passenger	Way Freight	Way Freight	Mixed	Way Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrives Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed., Fri.	
R	**SPRINGFIELD**	128.7					s 4.25PM					8.25AM			27 WFOY
	0.1														
	P E. & E. CROSSING	128.6													
	3.8														
	ARMITAGE (Spur)	124.8					f 4.15					8.10			11
	3.5														
DR	**COBURG**	121.3					s 4.05					8.00AM			15
	4.1														
	WILKINS (Spur)	117.2					f 3.48								6
	3.8														
	PRICEBORD (Spur)	113.4					f 3.36								8
	3.3														
	ROWLAND	110.1					f 3.26								13
	4.0														
	TWIN BUTTES (Spur)	106.1					f 3.14								4
	4.4														
DR	**BROWNSVILLE**	101.7					s 3.00		s 8.35PM		7.30AM				20 WT
	2.3														
	LINN (No Siding)	99.4					f 2.46		f 8.29		7.23				
	4.0														
	PLAINVIEW	95.4					s 2.34		s 8.18		7.12				14
	4.1														
	LOWSON	91.3					2.22		8.07		6.53				14
	2.4														
R	**TALLMAN**	88.9	s 8.00AM				s 2.15	s 6.22PM	s 8.00		6.45AM		s 11.23AM	1.15PM	16 Y
	0.7														
	IRVINVILLE	88.2	f 7.58				f 2.10	f 6.20	f 7.55				f 11.20	1.10	14
	2.4														
	CALAHAN (Spur)	85.8	f				f		f				f		67
	0.6														
DR	**LEBANON**	85.2	7.50AM				2.00PM	s 6.13	7.45PM				11.10AM	1.00	24 WT
	4.3														
	BREWSTER	80.9						f 5.59						12.02PM	14
	2.1														
	GRIGGS	78.8						f 5.54						11.50	15
	1.6														
	BALM (Spur)	77.2													10
	0.9														
	CRABTREE	76.3						s 5.47						11.35	12
	1.3														
	GAINES (Spur)	75.0						f 5.43						11.25	9
	1.9														
	GILKEY	73.1						f							7
	2.3														
D	WEST SCIO	70.8						s 5.31						11.10	17
	1.8														
	SHELBURN	69.0						s 5.26						11.00	9
	2.2 (C&E Crossing)														
	NORTH SANTIAM	66.8						f 5.20						10.50	13
	1.4														
	WEST STAYTON	65.4						s 5.16						10.45	13
	1.6														
	SHAFF (Spur)	63.8						f							5
	2.2														
	AUMSVILLE	61.6						s 5.05						10.30	9 W
	2.9														
	SHAW	58.7						s 4.55						10.15	27
	2.4														
	MACLEAY	56.3						s 4.47						10.05	14
	2.0														
DNR	**SALEM**	61.1		s 9.15AM		s 2.00PM									40
	3.4														
	LACHMUND	57.7		f 9.02		f 1.45									40
	3.4														
R	**GEER**	54.3		s 8.50		s 1.30		s 4.40						9.57	20 Y
	1.2														
	DURBIN (Spur)	53.1													4
	0.7														
	PRATUM	52.4		s 8.43		s 1.22		s 4.34						9.50	20
	1.7														
	SWITZERLAND (Spur)	50.7		f 8.37		f 1.16		f 4.28						9.40	10
	4.3														
DR	**SILVERTON**	46.4		s 8.25	s 11.05AM	1.00PM		s 4.15		s 8.20PM				9.15	17 WY
	1.5														
	ABIQUA (Spur)	44.9		f	f			f		f					4
	0.8														
	DOWNS (Spur)	44.1		f 8.16	f 10.57			f 4.05		f 8.12				8.46	11
	1.9														
	MT. ANGEL	42.2		s 8.12	s 10.52			s 4.01		s 8.07				8.40	29
	1.1														
	BARON (Spur)	41.1		f 8.08	f 10.49			f 3.58		f 8.04				8.31	8
	1.1														
	McKEE (Spur)	40.0		s 8.05	s 10.46			s 3.55		s 8.01				8.28	17
	1.4														
	TOWNSEND (Spur)	38.6		f 8.01	f 10.42			f 3.52		f 7.57				8.23	4
	2.8														
DNR	**WOODBURN**	35.8		7.55AM	10.35AM			3.45PM		7.50PM				8.15AM	59 WYF
	(92.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Mon., Wed., Fri.	
	Time over Dirtrict		(0.10)	(1.20	(0.30)	(1.00)	(2.25)	(2.37)	(0.50)	(0.30)	(0.45)	(0.25)	(0.13)	(5.00)	
	Average speed per hour		22.20	18.96	21.20	14.70	18.00	20.28	19.40	21.20	17.06	17.76	17.10	10.62	

Westward trains are superior to trains of the same class in the opposite direction (see rule 72.) Exceptions: No. 10 is superior to No. 73; No. 82 is superior to No. 79; No. 80 is superior to No. 83; No. 86 is superior to Nos. 241 and 97. Additional fiag stops for all trains: Selah Springs, M. P. 724.2; County Road Crossing, between Priceboro and Wilkins; Grange Hall, between Rowland and Twin Buttes; Yeoman, 1.5 miles east of Lachmund: Gesner, 1 mile west of Lachmund; Road Crossing, 1.8 miles west of Silverton. Glasser M. P. 680.8 and Went M. P. 682.9. No. 245 will carry passengers between Coburg and Springfield.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 84 January 21, 1915	Distance from Portland	FIRST CLASS			SECOND CLASS
		246 Way Freight	94 Passenger	98 Mixed	92 Passenger			STATIONS		91 Passenger	97 Mixed	93 Passenger	245 Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
250	WY			6.30AM		684.1	DR	**OAKRIDGE**	166.8		s 6.35PM		
71				s 6.44		679.0		5.1 LOOKOUT	161.7		s 6.20		
71				s 6.58		673.6		5.4 LAWLER	156.3		s 6.00		
22				s 7.01		672.5		1.1 EULA	155.2		s 5.55		
71				s 7.11		668.7		3.8 RESERVE	151.4		s 5.45		
30				s		665.7		3 0 LANDAX (Spur)	148.4		s		
21						665.0		0.7 BURGESS (Spur)	147.7				
71	W			s 7.25		663.8		1.2 CARTER	146.5		s 5.33		
39				s 7.35		661.3	D	2.5 LOWELL	144.0		s 5.25		
71				s 7.40		659.1		2.2 PENGRA	141.8		s 5.17		
9				s 7.50		656.2		2.9 FALL CREEK (Spur)	138.9		s 5.07		
71				s 7.55		654.5		1.7 HILLS	137.2		f 5.02		
42				s 8.00		652.7		1.8 JASPER	135.4		f 4.57		
13						652.1		0.6 JASPER SPUR	134.8				
12				s 8.10		650.5		1.6 NATRON	133.2		s 4.47		
				f 8.23		647.1		3.4 DOUGLAS (No siding)	129.8		f 4.36		
30	T	11.30AM	4.00PM		9.00AM	662.4	DR	0.5 **WENDLING**	145.1	8.40AM		3.50PM	10.35AM
8						660.3		2.1 DRURY	143.0				
11		11.40	s 4.08		s 9.08	659.7		0.6 HYLAND (Spur)	142.4	s 8.30		s 3.40	10.20
45	W	12.10PM	s 4.13		s 9.13	658.6		1.1 MARCOLA	141.3	s 8.25		s 3.35	10.10
6						657.6		1.0 BAXTER	140.3				
13			f 4.18		f 9.18	656.8		0.8 BALLY	139.5	f 8.18		f 3.28	
8		12.25	s 4.24		s 9.24	655.0		1.8 DONNA (Spur)	137.7	s 8.13		s 3.23	9.50
3		12.35	f 4.30		f 9.30	653.0		2.0 SPORES (Spur)	135.7	f 8.08		f 3.18	9.40
33		12.45	f 4.34		f 9.35	651.5		1.5 YARNELL	134.2	f 8.04		f 3.14	9.35
6		1.00	f 4.41		f 9.42	649.3		2.2 HENDRICKS	132.0	f 7.57		f 3.07	9.10
		1.15	f 4.48	f 8.25	f 9.50	646.6		2.7 **MOHAWK JUNCTION**	129.3	f 7.50	f 4.34	f 3.00	8.50
27	WFOY	1.25PM	s 5.00	s 8.30AM	s 9.55	645.2	DR	1.4 **SPRINGFIELD**	127.9	s 7.45	4.30PM	s 2.55	8.45AM
Y			5.05PM		10.05AM	644.0		1.2 **SPRINGFIELD JCT.**	126.7	7.30AM		2.50PM	
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(40.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(1.55)	(1.05)	(2.00)	(1.05)			Time over District		(1 10)	(2.05)	(1.00)	(1.50)
		8.97	16.98	19.45	16.98			Average speed per hour		15.76	19.24	18.40	9.37

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 98 is superior to No. 91 and No. 94 is superior to No. 97.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 84 January 21, 1915	Distance from Portland	FIRST CLASS		SECOND CLASS	
		244 Way Freight	88 Mixed	84 Passenger	28 Willamette Limited			STATIONS		81 Passenger	27 Willamette Limited	243 Way Freight	85 Mixed
		Leave Mon. Wed., Fri.	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Tues. Thurs., Sat.	Arrive Daily
16	Y	1.30PM	11.25AM	6.23PM	8.01AM	697.3	R	**TALLMAN**	88.9	s 7.04AM	s 7.29PM	6.35AM	s 1.30PM
		1.35	f 11.27	f 6.25	f 8.03	696.4		0.9 CRANOR (No siding)	88.0	f 7.00	f 7.26	6.30	f 1.27
14		1.38	f 11.30	f 6.28	f 8.06	695.4		1.0 GOLTRA	87.0	f 6.57	f 7.23	6.27	f 1.24
11		1.44	f 11.34	f 6.32	f 8.10	693.7		1.7 FRY	85.3	f 6.53	f 7.19	6.21	f 1.19
11		1.51	f 11.42	f 6.37	f 8.16	691.5		2.2 FROMAN	83.1	f 6.48	f 7.14	6.14	f 1.12
		2.00PM	11.50AM	6.42PM	8.23AM	689.7		1.8 **ALBANY JUNCTION**	81.3	6.44AM	7.10PM	6.05AM	1.05PM
		Arrive Mon. Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(7.6)		Leave Daily	Leave Daily	Leave Tues. Thurs., Sat.	Leave Daily
		(0.30)	(0.30)	(0.19)	(0.22)			Time over District		(0.20)	(0.19)	(0.30)	(0.25)
		15.81	15.81	23.01	20.72			Average speed per hour		22.80	23.01	15.81	18.24

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

SPECIAL RULES

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS

Portland (Union Depot).
Portland (Dispatcher's Office.)
Brooklyn.
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Cottage Grove.
Roseburg.
Grants Pass.
Ashland.
Beaverton.
Hillsboro.
Forest Grove.
McMinnville
Whiteson
Dallas.
Corvallis.
Silverton.
Brownsville.
Coburg.
Oakridge.

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
A. & C. FELDENHEIMER, Local Watch Inspectors	Portland
H. A. BELDING, Local Watch Inspector	Portland
E. A. PRIEST, Local Watch Inspector	Canby
H. L. MOORE, Local Watch Inspector	Woodburn
F. M. FRENCH, Local Watch Inspector	Albany
M. L. KREAMER, Local Watch Inspector	Eugene
A. SALZMAN, Local Watch Inspector	Roseburg
B. BARNES, Local Watch Inspector	Grants Pass
H. L. WHITED, Local Watch Inspector	Ashland
D. W. ROOF, Local Watch Inspector	Springfield
W. F. HANNA, Local Watch Inspector	McMinnville
J. A. HOFFMAN, Local Watch Inspector	Hillsboro
E. W. S. PRATT, Local Watch Inspector	Corvallis
F. W. NEWELL, Local Watch Inspector	Sheridan
C. H. MORRIS, Local Watch Inspector	Dallas

BULLETIN STATIONS.

Portland (Dispatcher's Office.)
Brooklyn.
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Cotttage Grove.
Roseburg.
Grants Pass.
Ashland.
Beaverton.
Hillsboro.
Forest Grove.
McMinnville.
Whiteson
Dallas.
Corvallis.
Silverton.
Brownsville.
Coburg.
Oakridge.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and superintendent's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

All trains must obtain clearance card, Form 2643, before leaving Medford, Grants Pass, Eugene, Albany, Salem and Dallas. Westward trains between 7 a. m. and 7 p. m. Jefferson Street Depot.

Assigned crews, whose runs terminate at Whiteson, will accept clearance Form 2643 as authority to assume their respective schedules.

All trains via old main line, Forest Grove, will secure clearance, Form 2643, before passing old depot while operator is on duty. Assigned hours of operator: week days, 6 a. m. to 5 p. m.; Sundays, 6 a. m. to 11 a. m.

All trains routed via detour at Hillsboro, Forest Grove and Newberg must obtain clearance card, Form 2643, at city stations.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

REGISTER EXCEPTIONS.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

Brooklyn. First class trains will leave register ticket (Form 2642) with operator at Brooklyn who will register for them. See first paragraph Rule 96.

Woodburn. Only Nos. 9 and 10 and trains originating or terminating at Woodburn will register.

Cottage Grove. Only Nos. 20 and 48 will register.

Divide. Only Nos. 19 and 48 will register.

Riddle. Only Nos. 41 and 42 will register.

Oswego. Nos. 141 and 142 will leave register ticket (Form 2642) with the operator at Oswego, who will register for them.

Tualatin. Eastward first class trains, originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Tualatin.

Newberg. Eastward first class trains originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Newberg. Trains moving through freight yard must obtain check of trains via Electric station by train order when necessary.

Beaverton: No. 103 will leave register ticket (form 2642) with operator at Beaverton who will register for them.

Forest Grove. Eastward first class trains originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Forest Grove. Trains moving through freight yard must obtain check of trains via Electric station by train order when necessary.

Hillsboro. Regular trains via Hillsboro electric station need not check the register, except against No. 141, whose registration will be telephoned from steam station to electric station, and operators will be held responsible for proper transmission and registration. Trains via Beaverton-Forest Grove Line, moving through freight yard at Hillsboro, and all P. R. & N. eastward trains, must obtain check of trains via electric station by train order before fouling the Beaverton-Forest Grove main track.

St. Joseph. Nos. 231 and 233 must obtain check of trains from dispatcher by train order before leaving. Extra trains moving from Forest Grove Line to Newberg Line, or vice versa, must obtain check of trains from dispatcher by train order before leaving. During foggy or otherwise obscure weather, westward trains must leave a red fusee at St. Joseph as they pull out.

Instructions to Dispatchers. If sections are created from or signals taken down at either St. Joseph, Newberg, Tualatin, Forest Grove or Hillsboro Electric stations dispatcher must first protect inferior trains by train order.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14. This test should also be made on eastward trains at Bertha and Grants Pass and westward trains at Glendale. It is permissible to call for the plug with one long blast of the whistle.

All retainers must be turned up on passenger and freight trains westward, from Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin and Dimmick to Grants Pass; eastward, from Dimmick to Merlin, Tunnel 9 to Leland. Tunnel 8 to Glendale; also on eastward and westward freight trains, Rice Hill to foot of grade, and from Divide to Comstock, westward.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Woodburn, Salem, Albany, Eugene, Cottage Grove, Drain, Glendale, Grants Pass, Medford, Silverton, Lebanon, Newberg, Whiteson, Beaverton and Independence. Westward freight trains will stop at Hugo five minutes to permit cooling and a superficial examination. Train crew should make careful inspection of trains at any point where trains stop, or at points where slow movement of train will permit trainmen to stand on ground and watch for defects as train is pulled past.

When pusher engines are in trains, after a rear end test has been made, the leading engine will not attempt to start until the pusher engine has whistled off. The pusher engine will not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates seventy (70) pounds.

When pusher engine with cars behind them couple into trains, engineer of pusher engine handling air will make a heavy reduction of not less than 20 pounds in brake pipe pressure before angle cock is turned on head end of engine. Where there is only one engine on train, when train line is broken and pressure in rear portion of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to fully carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

AUTOMATIC BLOCK SIGNALS.

On single track trains will wait five minutes in accordance with Rule 504 before following flagman, excepting between Willsburg Junction and East Morrison Street trains stopped by block signal will wait one minute then proceed under control not exceeding six miles per hour to next signal.

When trains meet at Divide or Rice Hill and the home signal at either end of the siding is at stop on account of opposing train holding main track or taking siding, and switches are properly lined up, train will not stop but may proceed under control, not exceeding six miles per hour, if view ahead is seen to be clear to the point where train wishes to go, provided this point is not **beyond** the fouling point where opposing train takes siding.

LOCATION OF INTERLOCKING PLANTS.

Willamette River Bridge between East Portland and Portland.
P. E. & E. Crossing between Eugene and Springfield Junction.
Oregon Electric crossing east of Beaverton.
Oregon Electric crossing between Tigard and Robinson.

SIGNALS AT RAILROAD GRADE CROSSINGS.

Following signals will govern at unprotected railroad grade crossings:

One long blast of whistle at proper distance from crossing when approaching same.

Two short blasts after train is stopped and before passing over crossing.

Exceptions.—At crossings within city limits of Albany, Portland, Hillsboro and Newberg, it will not be necessary to give one long blast of whistle approaching crossing. Within city limits of Albany, Portland and Newberg, not necessary to to give short blasts of whistle when stop is made before passing over crossing, but give two short blasts before passing over O. E. crossing at Hillsboro.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotives	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20-28 105	3025 to 3071	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43050 "
MC-57 26-40/30 398	4017 to 4028	53	43050 "
MC-57 26-40/30 401-S	4029 to 4043	53	43500 "
MC-57 26-40/30 401-S	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628, to 2642 2644 to 2561, 2653, to 2655 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "
C-57 22/30 187	2513 to 2591, 2800 to 2830,	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains as shown below.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 degrees or over.

Speed of Consolidated and Mikado Engines (2500, 2800 and 3200 class) restricted to a maximum of 35 miles per hour, and 20 miles per hour around curves of 7 degrees or over.

Maximum Speed Engines running light as follows: Atlantic Type, 50; Pacific Type, 50; Ten-wheel Vauclain Compound, 45; Ten-wheel changed to simple, 45; Ten-wheel Nos. 2301 to 2352, inclusive, 45; Eight-wheel American Type, 50; Consolidation Type, 35; Mikado Type, 35; Mogul Type, simple and compound, 45; Switch Engines, 20 miles per hour.

SPECIAL RULES—Continued.

Maximum speed engines backing up on main line between Ashland and Portland, 25 miles per hour; all branch lines, 20 miles per hour.

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Trains handling logs between Oakridge, Wendling and Coburg must not exceed 15 miles per hour.

Portland—Junction City

Trains must reduce speed to 10 miles per hour over Willamette River bridge, Portland; passing shop buildings, Brooklyn; over grade crossings, between Brooklyn and Willsburg Junction, and over Willamette Valley Southern Railway crossing east of Oregon City. 15 miles per hour on curve 1 mile west of Oregon City. 20 miles per hour at Rock Point where track approaches the river west of New Era; and around curves east and west of Clackamas River bridge.

Approach United Railways crossing on Front Street, Portland, prepared to stop, expecting to find same occupied.

Junction City—Roseburg.

Trains must reduce speed to 20 miles per hour around sharp curves east and west of Winchester bridge.

Pacific type, Atlantic type and 2300 class engines restricted to 30 miles per hour between mile post 642 and 645, and 35 miles per hour between Comstock and Drain, 30 miles per hour between Sutherlin and Roseburg. Consolidated and Mikado engines 25 miles per hour between M. P. 642 and 645, and Sutherlin and Roseburg.

Roseburg—Ashland.

Pacific type, Atlantic type and 2300 class engines restricted to 30 miles per hour, and consolidated and Mikado engines 25 miles per hour between Roseburg and Green.

Silverton—Woodburn.

Engines over 88,000 lbs. on drivers will not exceed 15 miles per hour between Silverton and Woodburn, and not run on sidings at Silverton, except house track and Silverton Lumber Company's tracks.

Willsburg Jct.—Oswego.

Trains must reduce speed to 15 miles per hour over trestle approaches to Willamette River bridge between Oswego and Milwaukie.

Portland—McMinnville.

Trains must reduce speed to 6 miles per hour in passing over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland. over Elk Rock trestle and Tualatin and South Yamhill River bridges.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

	Passenger.	Freight.
Portland-Divide	50	30
Divide-Comstock	25	18
Comstock-Drain	35	25
Drain-Sutherlin	45	25
Sutherlin-Roseburg	30	20
Roseburg-Cornutt	45	25
Cornutt-West Fork	30	20
West Fork-Reuben	25	18
Reuben-Grants Pass	45	25
Grants Pass-Ashland	50	30
Portland-McCoy	50	30
McCoy-Corvallis	45	25
Salem-Geer	35	25
Portland (Jefferson St.)-St. Joseph	50	30
Willsburg Junction-Beaverton	50	30
Whiteson-Airlie	25	18
Broadmead-Sheridan	25	18
Woodburn-Springfield	30	22
Springfield-Natron	25	18
Natron-Oakridge	50	30
Mohawk Junction-Wendling	25	18
Lebanon-Albany Junction	30	22

Speed of trains regulated by ordinance through city limits, or between points designated by slow boards within certain city limits.

	Miles per hour.		Miles per hour.
Portland	10	Medford	8
Oregon City	8	Talent	15
Aurora	15	Milwaukee	12
Hubbard	12	Oswego	10
Woodburn	10	Beaverton	8
Gervais	15	Hillsboro	12
Salem	10	Cornelius	12
Turner	12	Forest Grove	15
Jefferson	20	Carlton	10
Albany	8	McMinnville	12
Halsey	10	Amity	10
Harrisburg	12	Independence	6
Junction City	10	Corvallis	10
Eugene	15	LaFayette	6
Creswell	12	Dallas	6
Yoncalla	6	Monmouth	8
Roseburg	15	Lebanon	12
Rogue River	20	Brownsville	10
Central Point	10		

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Mile Post	Between	Description
	Ashland—Roseburg	
456.9	Ray Gold-Gold Hill	Rogue River Bridge.
490.6	Hugo-Leland	Tunnel No. 9.
505.2	Wolf Creek-Glendale	Tunnel No. 8.
509.3	Glendale-Lystul	Cow Creek Bridge.
514.1	Reuben-Brandt	Tunnel No. 7.
514.8	Reuben-Brandt	Tunnel No. 6.
515.7	Reuben-Brandt	Tunnel No. 5.
516.0	Reuben-Brandt	Tunnel No. 4.
518.6	Brandt-West Fork	Tunnel No. 3.
521.0	Brandt-West Fork	Tunnel No. 2.
521.1	Brandt-West Fork	Cow Creek Bridge.
521.4	West Fork-Cow Creek	West Fork Creek Bridge.
522.1	West Fork-Cow Creek	Rock Bluff.
530.8	Cow Creek-Peck	Tunnel No. 1.
533.6	Peck-Doe Creek	Rock Bluff.
533.8	Peck-Doe Creek	Rock Bluff.
538.8	Doe Creek-Cornutt	Rock Bluff.
550.1	Weaver-Myrtle Creek	South Umpqua River Bridge.
571.5	Green-Roseburg	Rock Bluff.
	Roseburg—Junction City	
578.1	Winchester-Wilbur	North Umpqua River Bridge.
589.9	Oakland-Youngs	Calapooia River Bridge.
607.9	Devore-Drain	Elk Creek Bridge.
608.7	Devore-Drain	Pass Creek Bridge.
610.7	Krewson-Leona	Pass Creek Bridge.
612.3	Leona-Safely	Pass Creek Bridge.
613.6	Safely-Anlauf	Pass Creek Bridge.
625.7	Latham-Cottage Grove.	Coast Fork Bridge.
627.4	Cottage Grove-Saginaw	Coast Fork Bridge.
	Junction City—Portland	
663.1	Junction City-Virgil	Willamette River Bridge.
682.1	Shedd-Tangent	Calapooia River Bridge.
699.0	Millersburg-Jefferson	Santiam River Bridge.
743.6	Aurora-Barlow	Pudding River Bridge.
757.5	Park Place-Clackamas	Clackamas River Bridge.
768.1	Brooklyn-East Morrison St.	Trolley Wire.
768.4	Brooklyn-East Morrison St.	Trolley Wire.
768.5	Brooklyn-East Morrison St.	Trolley Wire.
768.9	Brooklyn-East Morrison St.	Trolley Wire.
769.3	Brooklyn-East Morrison St.	Trolley Wire.
770.0	East Morrison St.	Overhead Crsg., Burnside St.
	Springfield—Woodburn	
650.2	Armitage-Coburg	McKenzie River Bridge.
671.7	Twin Buttes-Brownsville	Calapooia River Bridge.
689.8	Lebanon-Brewster	South Santiam River Bridge.
698.5	Crabtree-Gaines	Crabtree Creek Bridge.
701.0	Gilkey-West Scio	Thomas Creek Bridge.
706.3	Shelburn-North Santiam	North Santiam River Bridge.
	Wendling—Mohawk Junction	
659.8	Hyland-Drury	Mohawk River Bridge.
651.0	Hendricks-Yarnell	Mohawk River Bridge.
649.5	Hendricks-Yarnell	McKenzie River Bridge.
	Oakridge—Springfiel Junction	
682.4	Lookout-Oakridge	Tunnel No. 3.
680.0	Lookout-Oakridge	Tunnel No. 2.
677.1	Lawler-Lookout	Tunnel No. 1.
656.3	Fall Creek-Pengra	Fall Creek Bridge.
644.6	Springfield Jct.-Springfield	Willamette River Bridge.
	Oswego—Wilsburg Jct.	
2-E	Menefee-Wilsonia	Willamette River Bridge.
	Corvallis—Whiteson	
81-E	Parker-Suver	Luckiamute River Bridge.
	Airlie—Whiteson	
74-E	Luckiamute-Monmouth	Luckiamute River Bridge.
	Electric Lines	
53-B	McMinnville-Whiteson	South Yamhill River Bridge.
12-H	Galbraith-Tualatin	Tualatin River Bridge.
0.4	Jefferson St.-Turntable	Overhead Road Crossing.
0.3	Jefferson St.-Turntable	O. E. Overhead R. R. Crossing.

Train employes are cautioned not to lean out of engine cab window while passing over Clackamas River bridge.

Train and enginemen are cautioned to keep a sharp lookout especially on curves on West Side and Yamhill lines, where trolley poles and wires are being put up in connection with electrification work. Avoid coming in contact with these wires as they carry high voltage current. Trolley wire running through Tualatin and South Yamhill River bridges will not clear men on top of box car.

Goodin. The rock crushing bins will not clear box car or engine. When using this track great care must be taken, account impaired clearance.

Zimmerman. When using spur at Zimmerman, electric cars must not move beyond point 200 feet east of switch, as overhanging roof will not clear pantagraph.

MAIN TRACK LINE UP AT JUNCTIONS.

Junction switches at Cook and Oswego must be left set and locked for movements between Portland and St. Joseph via Rivera and Newberg.

Junction switch at Beaverton must be left set and locked for movements via Hillsboro-Bertha line.

Junction switch (second connection east of crossing) at Dallas must be left set and locked for the S. F. C. & W. connection.

Junction switches of detour at Hillsboro must be left set and locked for movements via Hillsboro city station.

Junction switch east of depot at Hillsboro must be left set and locked for movements via P. R. & N. line.

Junction switches of detour at Forest Grove must be left set and locked for movements via Forest Grove City Station.

Junction switches of detour at Newberg must be left set and locked for movements via Newberg city station.

Junction switch (west leg of wye) at Springfield must be left set and locked for movements via Springfield and Springfield Jct. line.

The junction switch leading to the Jefferson Street line at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used. Therefore, westward trains must approach this switch under control, expecting to find it lined up against them.

SPECIAL RULES—Continued.

YARDS.

All trains must be under control within yard limits as listed below. See Rule 93.

PORTLAND (Portland, yard limits extend to yard signs west of Willsburg Junction. Hooker St. and Southern Portland.)
OREGON CITY
CANBY
WOODBURN
SALEM (Salem, yard limits extend to yard sign east of Fair Grounds.)
ALBANY (Albany, yard limits extend to yard signs west of Albany Junction.)
JUNCTION CITY
EUGENE (Eugene, yard limits extend to yard sign west of Springfield Junction.)
COTTAGE GROVE (Cottage Grove, yard limits extend to yard sign west of Latham.)
DRAIN
ROSEBURG
WEST FORK
GLENDALE
GRANTS PASS
MEDFORD (Medford yard limits extend to yard sign east of Crater Lake Junction.)
ASHLAND
SPRINGFIELD (Springfield, yard limit extends to yard sign east of Fisher-Balle Mills, west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)
COBURG
BROWNSVILLE
OAKRIDGE
LEBANON
SILVERTON
TALLMAN
WENDLING
BEAVERTON
HILLSBORO
FOREST GROVE
CARLTON
ST. JOSEPH
McMINNVILLE
WHITESON
GERLINGER
INDEPENDENCE
CORVALLIS
OSWEGO
COOK
NEWBERG
BROADMEAD
SHERIDAN
DALLAS
MONMOUTH
AIRLIE

At Eugene and Canby P. E. & E. trains will use S. P. tracks, and at Salem S. F. C. & W. trains will use S. P. tracks between their connection at Union Street and passenger station; all trains will move under control expecting to find track occupied. S. P. freight trains and yard engines must not delay passenger trains.

At Corvallis, S. P. passenger trains use the C. & E. main track between C. & E. crossing and passenger station. Freight trains use old S. P. or Sixth Street Main track to and from C. & E. crossing.

Dallas. S. F. C. & W. trains use S. P. track between passenger station and S. F. C. & W. Junction switch, under Rules 93 and 99, all trains moving under control, expecting to find main track occupied.

Between 6.00 P. M. and 7.00 A. M. trains using the Geer line between main line junction and yard limits, Salem, will move under control expecting to find track occupied by cars and yard engines.

LOCATION WATER TANKS BETWEEN STATIONS.

One half-mile west of Tunnel 9.
One-fourth mile west of Pollard.
Four miles west of Cornutt.
One-eighth mile west of Rock Spur.

MISCELLANEOUS.

Two or more engines coupled together must not run over truss bridges between Geer and Coburg.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Trains will leave Portland terminal yard only on receiving "Proceed" signal from tower semaphore at Fourth Street, calling for and acknowledging same per Rule 14 (g) and (j).

Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

Flues of engines must not be sanded while crossing overhead bridges.

On single track within automatic block signal limits last portion of Rule 86 will not apply.

Derailer in old main line just east of First St., Newberg.

Mikado engines must not be operated coupled together.

When crews make several trips Rule 3 will apply on first trip only.

ELECTRIC LINES.

In order to avoid trouble with the dynamotors on electric cars, due to flashing over dead sections and cross overs, trains will reduce speed to eight miles per hour.

When electric trains are composed of three cars (all motors) pantagraphs on two cars only should be up at one time. If train consists of four or five cars (all motors) pantagraph should be up on only three cars at one time, and when composed of six cars (all motors) pantagraph on only four cars should be up at one time.

The track via Newberg and Forest Grove passenger stations will be the main track, and only electric trains are permitted to use the main track between junction switches with the freight yard. All steam trains must use the freight yard tracks between Meridian and First Street, and between Detour and Catching.

Electric engines must be used to move freight cars to and from old main line and city freight house at Forest Grove.

The junction, formerly known as the East Detour Switch at Hillsboro, will be known as "Tillamook" Junction.

The track via Hillsboro Electric Station between Tillamook Junction and Range, formerly known as West Detour Switch, will be the main track for the Beaverton-Forest Grove Line, and only electric trains are permitted to use it. All steam trains via Beaverton-Forest Grove Line must use the P. R. & N. main track and freight yard tracks between Tillamook Junction and Range.

Fourth Street trains, in and out of Union Depot, Portland, will be governed by position of semaphore at Fourth Street.

Eastward trains must stop before fouling the crossing at Fourth and Jefferson Streets, Portland.

All trains must stop before crossing electric tracks on Fourth and Jefferson Streets, Portland; Oregon Electric tracks at Hillsboro, and Spaulding Logging Co. track at Newberg. Whenever the view of the motorman is obstructed by weather conditions or otherwise, it will be necessary to flag over these crossings.

The dimmer must be used on headlights of all Electric Trains within the City limits of Portland, as required by ordinance.

When westward trains run in two sections and are consolidated at Hooker Street, air brakes must be tested as per air brake rule 14. Engineer on second section must not leave train until after this test has been made. Air brake rule 24 will apply on eastward trains when run in two sections from Hooker Street.

Rule 91 will not apply for movements between Portland, Hooker Street, and Jefferson Street Depot.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

KIND OF CAR	Wood	Steel	Steel Underframe
Baggage	78,000	88,000	
Baggage, (Dynamo)		106,000	
Baggage and Mail	76,000	121,900–69 ft. 90,600–60 ft.	93,000
Baggage and Passenger	54,000		
Buffet	114,000		121,000
Buffet, (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	87,000	98,000	
Coaches	80,000	92,000	
Dining	126,000	146,000	131,000
Horse Express	81,000		
Observation	122,000		
Postal		110,000–60 ft. 77,000–40 ft.	
Pullman, Parlor	116,000		
Pullman, Observation	124,500	150,000	127,000
Pullman, Std. Sleeper	125,000	150,000	140,000
Pullman, Tourist	94,000		110,000
Tea and Silk	48,000		

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND JUNCTION CITY						JUNCTION CITY & ROSEBURG					ROSEBURG AND ASHLAND						WOODBURN AND NATRON						M'H'K JC. & WENDLING		ALB'Y JCT. & LEBANON			
		Westward			Eastward			Westward			Eastward		Westward			Eastward			Westward			Eastward			Westward	Eastward	Westward	Eastward		
		Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Aum'ville	Aum'ville to Natron	Natron to Aum'ville	Aum'ville to Pratum	Pratum to Woodb'n	M'h'k Jct. to Wendl'g	Wendl'g to M'h'k Jct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.		
E-63 $\frac{16}{24}$ 44	1501 to 1510	830	1180	1280	1380	1280	1130	1030	325	435	410	1030	......	......	......	......	......	815	830	375	740	1380	500	1100	1350	1400	1280	1380		
E-63 $\frac{16}{24}$ 46	1511	830	1205	1280	1380	1305	1150	1055	325	435	410	1080	......	......	......	......	......	830	830	375	740	1380	500	1205	1350	1425	1280	1380		
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	......	......	......	......	......	950	930	425	790	1480	500	1205	1450	1525	1380	1480		
M-53 $\frac{17}{24}$ 63	1600	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
M-57 $\frac{17}{24}$ 68	1601 to 1607																													
T-57 $\frac{18}{24}$ 68	2025	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
T-57 $\frac{18}{24}$ 74	2029	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
T-57 $\frac{18}{24}$ 70	2030, 2031																													
T-57 $\frac{18}{24}$ 72	2041, 2048, 2058, 2085, 2099																													
M-57 $\frac{18}{24}$ 73	1610 to 1614	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1290	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
E-62 $\frac{18}{26}$ 62	1476	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	525	1000	1680	700	1480	1650	1850	1580	1680		
E-63 $\frac{18}{24}$ 69	1385																													
E-63 $\frac{18}{24}$ 68	1395																													
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	850	1680	1850	2050	1780	1880		
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 78	2190, 2191, 2197	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 71	2193																													
T-57 $\frac{18}{30}$ 84	2208																													
T-69 $\frac{20}{26}$ 113	2219	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{19}{24}$ 105	2223	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{20}{26}$ 112	2271	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{20}{28}$ 134	2274	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{21}{28}$ 149	2283, 2292, 2298, 2299	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{15\frac{1}{2}\text{-}26}{28}$ 142	2297	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......		
P-77 $\frac{22}{28}$ 141	2422 to 2427	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{22}{28}$ 160	2331 to 2351	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200	......	......	......	......	......	......	......	......	......	......		
C-57 $\frac{22}{30}$ 187	2513 to 2591, 2800 to 2830	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400	......	......	......	......	......	......	......	......	......	......		
Mk-57 $\frac{23}{30}$¾ 205	3200 to 3208	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740	......	......	......	......	......	......	......	......	......	......		
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms.	6	6	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms.	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND CORVALLIS										PORTLAND AND AIRLIE													WILLSB'RG & BEAV'TN		NATRON & OAKRIDGE		GEER AND SALEM	
		Westward			Eastward							Westward						Eastward							Westward	Eastward	Westward	Eastward	Westward	Eastward
		Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St. Joseph	St. Joseph to Yamhill	Yamhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smithf'ld	Smithf'ld to Dallas	Dallas to Monm'th	Monm'th to Airlie	Airlie to Smithf'ld	Smithf'ld to Whiteson	St. Joseph to Sp'gbr'ok	Sp'gbr'ok to Sherwood	Sherwood to Portland	Bro'dm'd to Sheridan	Sheridan to Bro'dm'd	Willsb'rg to Beav'rton	Beav'rton to Willsb'rg	Natron to Oakridge	Oakridge to Natron	Geer to Salem	Salem to Geer
E-63 $\frac{16}{24}$ 44	1501 to 1510	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1030	1030	830	1100
E-63 $\frac{16}{24}$ 46	1511	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1055	1055	830	1205
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	130	950	660	660	855	810	775	1100	1175	430	600	425	870	425	1550	650	830	1100	720	420	870	790	600	1380	1380	1180	1180	930	1205
M-53 $\frac{17}{24}$ 63	1600	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
M-57 $\frac{17}{24}$ 68	1601 to 1607																													
T-57 $\frac{18}{24}$ 68	2025	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 74	2029	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
T-57 $\frac{18}{24}$ 70	2030, 2031																													
T-57 $\frac{18}{24}$ 72	2041, 2048, 2058, 2085, 2099																													
M-57 $\frac{18}{24}$ 73	1610 to 1614	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
E-62 $\frac{18}{26}$ 62	1476	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1580	1580	1380	1380	1110	1480
E-63 $\frac{18}{24}$ 69	1385																													
E-63 $\frac{18}{24}$ 68	1395																													
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1430	1200	800	1780.	1780	1580	1580	1280	1680
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	220	1450	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 78	2190, 2191, 2197	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 71	2193																													
T-57 $\frac{18}{30}$ 84	2208																													
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms.	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	......	......	......	6	6
	40 to 50 Ms.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	......	......	......	3	3
	More than 50 Ms.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	......	......	......	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

CLASS "C"–Consolidation engine "T"–Ten-wheelers "M"–Moguls "P"–Pacific Type "E"–Eight-wheelers "Mk"–Mikado

EXAMPLE—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. A. L. BERKLEY	Assistant Surgeon	Portland	
DR. J. O. C. WILEY	Assistant Surgeon	Portland	
DR. G. AINSLIE	Oculist and Aurist	Portland	Portland.
DR. G. H. BUCK	District Surgeon	East Portland	Portland (East Side) to Clackamas.
C. H. MEI	District Surgeon	Oregon City	Clackamas to New Era.
DR. H. A.			
DR. B. F.			
DR. S. W.			
DR. O. P.			
DR. W. W			
DR. W. H.			
G. A. MAS			
DR. W. W			
DR. H. J.			
DR. T. K.			
DR. W. H			
DR. D. P.			
DR. D. A.			
DR. WM.			
DR. J. E.			
Dr. C. B.			
DR. J. E.			
DR. B. R.			
DR. H. A.			
DR. E. J.			
DRS. A. C			
DR. P. A.			
DR. F. G.			
DR. WM.			
DR. G. F			

NAME	TITLE	LOCATION	DISTRICT
DRS. CLEMENT & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point.
ER. L. O. CLEMENT	Oculist and Aurist	Grants Pass	
DR. W. P. CHISHOLM	Emergency Surgeon	Gold Hill	
DR. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent.
DR. J. J. EMMONS	Oculist and Aurist	Medford	
DR. J. S. PARSONS	Consulting Surgeon	Ashland	Talent to Ashland.
DR. A. W. BOSLOUGH	District Surgeon	Ashland	Talent to Ashland.
	District Surgeon	Silverton	Mt. Angel to Aumsville.
	Emergency Surgeon	Aumsville	
	District Surgeon	Scio	Aumsville to Brownsville.
	District Surgeons	Springfield	Armitage to Natron and Wendling.
	Emergency Surgeon	Marcola	
	Emergency Surgeon	Wendling	
	District Surgeon	Coburg	Brownsville to Armitage.
	District Surgeon	Lebanon	Lebanon Branch.
	District Surgeon	Brownsville	
	District Surgeon	Beaverton	Portland to Reedville and Beaverton Bh.
	Consulting Surgeon	Hillsboro	Reedville to Yamhill.
	District Surgeon	Hillsboro	Reedville to Yamhill.
	Emergency Surgeon	Cornelius	
	Emergency Surgeon	Forest Grove	
	Emergency Surgeon	Forest Grove	
	Emergency Surgeon	Yamhill	
	District Surgeon	McMinnville	Yamhill to Whiteson.
	District Surgeon	Independence	Whiteson to Wellsdale.
	District Surgeon	Corvallis	Wellsdale to Corvallis.
N	District Surgeons	Corvallis	Wellsdale to Corvallis.
	Emergency Surgeon	Sherwood	
	Emergency Surgeon	Newberg	
	District Surgeon	Sheridan	Whiteson to Sheridan.
	District Surgeon	Dallas	Sheridan Jct. to Airlie.
	Emergency Surgeon	Airlie	

Whe patients cannot be sent to or await the arrival of District Surgeons.
Whe t be required after the arrival of Company Surgeon.
Any
Whe s, after immediate necessary attention has been rendered by Company Surgeon.

Ashland to Portland	O. & C. R. R.				341.11
		Branches			
Beaverton	O. & C. R. R.	Beaverton to Cook	7.28		
		Oswego to Willsburg Jct.	3.07		
				10.35	
*C. & E. R. R.	O. & C. R. R.	C. & E. Crossing to Corvallis		1.46	
Lebanon	O. & C. R. R.	Albany Jct. to Lebanon		11.38	
Mohawk	O. & C. R. R.	Mohawk Jct. to Wendling		15.95	
Natron	C. P. Ry.	Natron to Oakridge		34.39	
Portland-Airlie	O. & C. R. R.	Portland to St. Joseph	36.65		
		Whiteson to Airlie	36.44		
				73.09	

	& C. R. R.	Portland to Corvallis		96.39	
	& C. R. R.	Gerlinger to Dallas		5.12	
Salem-Geer Cut-off	O. & C. R. R.	Salem to Geer		6.81	
Sheridan	O. & C. R. R.	Broadmead to Sheridan		7.24	
Springfield-Springfield Jct.	O. & C. R. R.	Springfield to Springfield Jct.		1.23	
Woodburn-Springfield	O. & C. R. R.	Woodburn to Lebanon	49.26		
		Tallman to Natron	45.48		
				94.74	
Total Branches					358.15
Total Portland Division					699.26

C. W. Martyn, Assistant Superintendent	**Portland, Ore.**
F. M. Siefer, Assistant Superintendent	**Portland, Ore.**
G. C. Morris, Assistant Superintendent	**Portland, Ore.**
George Wild, Assistant Superintendent	**Brooklyn, Ore.**
F. Hanssen, Assistant Superintendent	**Portland, Ore.**

C. H. Spencer, Assistant Superintendent	**Portland, Ore.**
J. I. Love, Dispatcher	**Portland, Ore.**
O. Olsson, Dispatcher	**Portland, Ore.**
C. W. Grubbs, Dispatcher	**Portland, Ore.**
D. J. McLardy, Dispatcher	**Portland, Ore.**
F. W. Cantrell, Dispatcher	**Portland, Ore.**
W. M. Scherr, Dispatcher	**Portland, Ore.**

J. L. May, Assistant Superintendent	**Roseburg, Ore.**
J. E. Enger, Dispatcher	**Roseburg, Ore.**
L. S. Taylor, Dispatcher	**Roseburg, Ore.**
S. J. Stewart, Dispatcher	**Roseburg, Ore.**

F. L. BURCKHALTER, *Superintendent*, ... *Portland, Oregon*

TELEGRAM

SAN FRAN Jan 11, 1915

JDB Oakland Pier
JHD SACRAMENTO
JWM DUNSMUIR
FLB PORTLAND(Copy DWC,Portland)

Commencing with train twelve leaving San Fran 14th inst. continuing until new time table becomes effective annul No.12 daily and run extra on new schedule leaving SF 11 AM arriving Portland 1:50 PM following day.? Joint JDB JHD JWM FLB copy DWC

GFR

copy CSFee
HPThrall
GFRichardson

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND JUNCTION CITY						JUNCTION CITY & ROSEBURG					ROSEBURG AND ASHLAND						WOODBURN AND NATRON						M'H'K JC. & WENDLING		ALB'Y JCT. & LEBANON	
		Westward			Eastward			Westward			Eastward		Westward			Eastward			Westward			Eastward			Westward	Eastward	Westward	Eastward
		Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Aum'ville	Aum'ville to Natron	Natron to Aum'ville	Aum'ville to Pratum	Pratum to Woodb'n	M'h'kJct. to Wendl'g	Wendl'g to M'h'kJct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.
E-63 $\frac{16}{24}$ 44	1501 to 1510	830	1180	1280	1380	1280	1130	1030	325	435	410	1030	....	....	....	....	....	815	830	375	740	1380	500	1100	1350	1400	1280	1380
E-63 $\frac{16}{24}$ 46	1511	830	1205	1280	1380	1305	1150	1055	325	435	410	1080	....	....	....	....	....	830	830	375	740	1380	500	1205	1350	1425	1280	1380
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	....	....	....	....	....	950	930	425	790	1480	500	1205	1450	1525	1380	1480
M-53 $\frac{17}{24}$ 63 M-57 $\frac{17}{24}$ 68	1600 1601 to 1607	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	750	1480	1650	1850	1580	1680
T-57 $\frac{18}{24}$ 68	2025	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	16												
T-57 $\frac{18}{24}$ 74 T-57 $\frac{18}{24}$ 70 T-57 $\frac{18}{24}$ 72	2029 2030, 2031 2041, 2048, 2058, 2085, 2099	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	17												
M-57 $\frac{18}{24}$ 73	1610 to 1614	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	17												
E-62 $\frac{18}{26}$ 62 E-63 $\frac{18}{24}$ 69 E-63 $\frac{18}{24}$ 68	1476 1385 1395	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	16												
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	18												
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	20												
T-57 $\frac{18}{30}$ 78 T-57 $\frac{18}{30}$ 71 T-57 $\frac{18}{30}$ 84	2190, 2191, 2197 2193 2208	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	20												
T-69 $\frac{20}{26}$ 113	2219	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	20												
T-63 $\frac{19}{24}$ 105	2223	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	20												
T-63 $\frac{20}{26}$ 112	2271	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	20												
T-69 $\frac{20}{28}$ 134	2274	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	20												
T-69 $\frac{21}{28}$ 149	2283, 2292, 2298, 2299	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	22												
T-69 $\frac{15\frac{1}{2}\text{-}26}{28}$ 142	2297	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	20												
P-77 $\frac{22}{28}$ 141	2422 to 2427	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F												
T-63 $\frac{22}{28}$ 160	2331 to 2351	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F												
C-57 $\frac{22}{30}$ 187	2513 to 2591, 2800 to 2830	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F												
Mk-57 $\frac{23}{30}$¼ 205	3200 to 3208	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F												
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0												

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND CORVALLIS																												
		Westward			Eastward							Westward																		
		Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St. Joseph	St. Joseph to Yamhill	Yamhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smithf'ld	Smithf'ld to Dallas	Dall te Monn														
E-63 $\frac{16}{24}$ 44	1501 to 1510	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	145														
E-63 $\frac{16}{24}$ 46	1511	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	145														
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	130	950	660	660	855	810	775	1100	1175	430	600	425	870	425	155														
M-53 $\frac{17}{24}$ 63 M-57 $\frac{17}{24}$ 68	1600 1601 to 1607	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	200														
T-57 $\frac{18}{24}$ 68	2025	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 74 T-57 $\frac{18}{24}$ 70 T-57 $\frac{18}{24}$ 72	2029 2030, 2031 2041, 2048, 2058, 2085, 2099	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
M-57 $\frac{18}{24}$ 73	1610 to 1614	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
E-62 $\frac{18}{26}$ 62 E-63 $\frac{18}{24}$ 69 E-63 $\frac{18}{24}$ 68	1476 1385 1395	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1580	1580	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1430	1200	800	1780.	1780	1580	1580	1280	1680
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	220	1450	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 78 T-57 $\frac{18}{30}$ 71 T-57 $\frac{18}{30}$ 84	2190, 2191, 2197 2193 2208	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	....	....	....	6 3 0	6 3 0

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

CLASS "C"–Consolidation engine "M"–Moguls "E"–Eight-wheelers
"T"–Ten-wheelers "P"–Pacific Type "Mk"–Mikado

EXAMPLE—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. A. L. BERKLEY	Assistant Surgeon	Portland	
DR. J. O. C. WILEY	Assistant Surgeon	Portland	
DR. G. AINSLIE	Oculist and Aurist	Portland	Portland.
DR. G. H. BUCK	District Surgeon	East Portland	Portland (East Side) to Clackamas.
	District Surgeon	Oregon City	Clackamas to New Era.
	District Surgeon	Canby	New Era to Aurora.
	Emergency Surgeon	Aurora	
	Emergency Surgeon	Hubbard	
	District Surgeon	Woodburn	Aurora to Gervais and Mt. Angel.
	Emergency Surgeon	Gervais	
	District Surgeon	Salem	Gervais to Marion.
	Emergency Surgeon	Turner	
	Emergency Surgeon	Jefferson	
	District Surgeon	Albany	Marion and Halsey.
	Emergency Surgeon	Halsey	
	Emergency Surgeon	Harrisburg	
	District Surgeon	Junction City	Halsey to Irving.
	Consulting Surgeon	Eugene	Irving to Creswell.
	District Surgeon	Eugene	
	Assistant Surgeon	Eugene	
	Oculist and Aurist	Eugene	
	Emergency Surgeon	Creswell	
	District Surgeon	Cottage Grove	Creswell to Comstock.
	District Surgeon	Drain	Comstock to Yoncalla.
	District Surgeon	Oakland	Yoncalla to Wilbur.
SETHER.	District Surgeons	Roseburg	Wilbur to Dillard.
	District Surgeon	Yoncalla	
	Emergency Surgeon	Myrtle Creek	
	District Surgeon	Riddle	Dillard and West Fork
	District Surgeon	Glendale	West Fork to Leland.

NAME	TITLE	LOCATION	DISTRICT
DRS. CLEMENT & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point.
ER. L. O. CLEMENT	Oculist and Aurist	Grants Pass	
DR. W. P. CHISHOLM	Emergency Surgeon	Gold Hill	
DR. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent.
DR. J. J. EMMONS	Oculist and Aurist	Medford	
DR. J. S. PARSONS	Consulting Surgeon	Ashland	Talent to Ashland.
DR. A. W. BOSLOUGH	District Surgeon	Ashland	Talent to Ashland.
DR. R. E. KLEINSORGE	District Surgeon	Silverton	Mt. Angel to Aumsville.
DR. A. BURSELL	Emergency Surgeon	Aumsville	
DR. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville.
DRS. BARR & POLLARD	District Surgeons	Springfield	Armitage to Natron and Wendling.
DR. E. A. LOOMIS	Emergency Surgeon	Marcola	
DR. O. E. PETTERSON	Emergency Surgeon	Wendling	
DR. J. R. STEAGALL	District Surgeon	Coburg	Brownsville to Armitage.
DR. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch.
DR. E. W. HOWARD	District Surgeon	Brownsville	
DR. P. M. CARSTENS	District Surgeon	Beaverton	Portland to Reedville and Beaverton Bh.
DR. J. P. TAMIESIE	Consulting Surgeon	Hillsboro	Reedville to Yamhill.
DR. R. M. ERWIN	District Surgeon	Hillsboro	Reedville to Yamhill.
DR. E. J. CROWTHERS	Emergency Surgeon	Cornelius	
H. W. VOLLMER	Emergency Surgeon	Forest Grove	
DR. H. R. KAUFFMAN	Emergency Surgeon	Forest Grove	
DR. H. E. CARRUTH	Emergency Surgeon	Yamhill	
DR. J. H. COOK	District Surgeon	McMinnville	Yamhill to Whiteson.
DR. O. D. BUTLER	District Surgeon	Independence	Whiteson to Wellsdale.
DR. G. R. FARRA	District Surgeon	Corvallis	Wellsdale to Corvallis.
DRS. PERNOT & JOHNSON	District Surgeons	Corvallis	Wellsdale to Corvallis.
DR. W. H. BECKER	Emergency Surgeon	Sherwood	
DR. H. A. LITTLEFIELD	Emergency Surgeon	Newberg	
DR. W. T. SMITH	District Surgeon	Sheridan	Whiteson to Sheridan.
DR. A. B. STARBUCK	District Surgeon	Dallas	Sheridan Jct. to Airlie.
DR. W. D. BUTLER	Emergency Surgeon	Airlie	

gers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.
Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.
pany is authorized to call Company Surgeons to attend the injured.
trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

MILEAGE

Main Line

Ashland to Portland	O. & C. R. R.			341.11

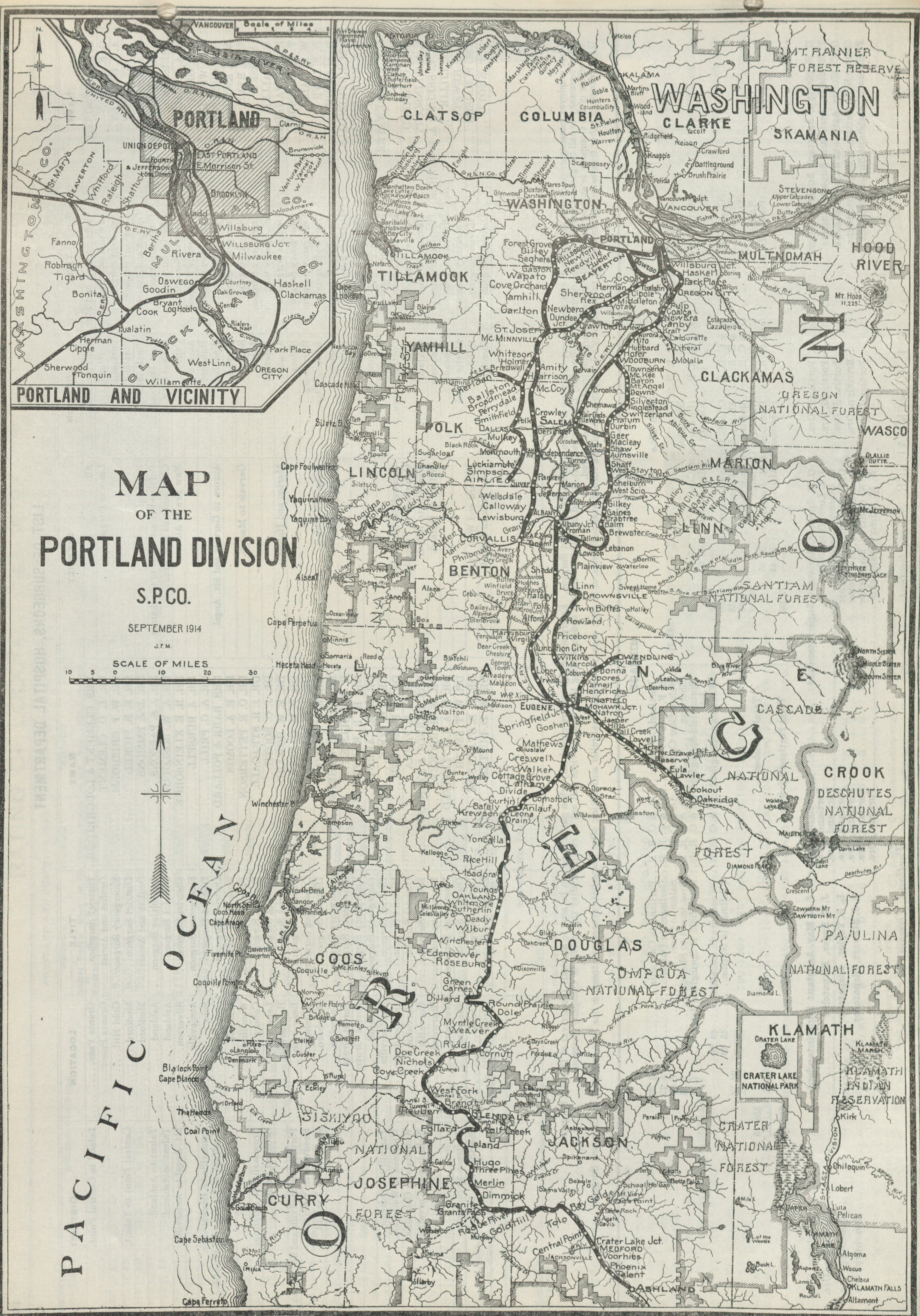
Branches

Beaverton	O. & C. R. R.	Beaverton to Cook	7.28	
		Oswego to Willsburg Jct.	3.07	
				10.35
*C. & E. R. R.	O. & C. R. R.	C. & E. Crossing to Corvallis		1.46
Lebanon	O. & C. R. R.	Albany Jct. to Lebanon		11.38
Mohawk	O. & C. R. R.	Mohawk Jct. to Wendling		15.95
Natron	C. P. Ry.	Natron to Oakridge		34.39
Portland-Airlie	O. & C. R. R.	Portland to St. Joseph	36.65	
		Whiteson to Airlie	36.44	
				73.09
Portland-Corvallis	O. & C. R. R.	Portland to Corvallis		96.39
*S. F. C. & W. Ry.	O. & C. R. R.	Gerlinger to Dallas		5.12
Salem-Geer Cut-off	O. & C. R. R.	Salem to Geer		6.81
Sheridan	O. & C. R. R.	Broadmead to Sheridan		7.24
Springfield-Springfield Jct.	O. & C. R. R.	Springfield to Springfield Jct.		1.23
Woodburn-Springfield	O. & C. R. R.	Woodburn to Lebanon	49.26	
		Tallman to Natron	45.48	
				94.74

Total Branches	358.15
Total Portland Division	699.26

C. W. Martyn, Assistant Superintendent	**Portland, Ore.**
F. M. Siefer, Assistant Superintendent	**Portland, Ore.**
G. C. Morris, Assistant Superintendent	**Portland, Ore.**
George Wild, Assistant Superintendent	**Brooklyn, Ore.**
F. Hanssen, Assistant Superintendent	**Portland, Ore.**
C. H. Spencer, Assistant Superintendent	**Portland, Ore.**
J. I. Love, Dispatcher	**Portland, Ore.**
O. Olsson, Dispatcher	**Portland, Ore.**
C. W. Grubbs, Dispatcher	**Portland, Ore.**
D. J. McLardy, Dispatcher	**Portland, Ore.**
F. W. Cantrell, Dispatcher	**Portland, Ore.**
W. M. Scherr, Dispatcher	**Portland, Ore.**
J. L. May, Assistant Superintendent	**Roseburg, Ore.**
J. E. Enger, Dispatcher	**Roseburg, Ore.**
L. S. Taylor, Dispatcher	**Roseburg, Ore.**
S. J. Stewart, Dispatcher	**Roseburg, Ore.**

F. L. BURCKHALTER, *Superintendent*, ... *Portland, Oregon*



MAP OF THE PORTLAND DIVISION

S.P.CO.

SEPTEMBER 1914

J.F.M.

SCALE OF MILES
10
5
0
10
20
30
PORTLAND AND VICINITY
Scale of Miles
PORTLAND
VANCOUVER
UNION DEPOT
EAST PORTLAND
E. Morrison St.
BROOKLYN
Willsburg
WILLSBURG JCT.
Milwaukee
Rivera
OSWEGO
Goodin
Haskell
Clackamas
Tualatin
Herman
Cipole
Sherwood
Tonquin
Willamette
West Linn
OREGON CITY
Park Place
Beaverton
St. Marys
Whitford
Raleigh
Shattuck
Fanno
Robinson
Tigard
Bonita
Cook
Bryant
Log Hoist
WASHINGTON CO.
MULTNOMAH CO.
CLACKAMAS CO.
WASHINGTON
CLATSOP
COLUMBIA
CLARKE
SKAMANIA
MT. RAINIER FOREST RESERVE
MULTNOMAH
HOOD RIVER
MT. HOOD 11,225
TILLAMOOK
YAMHILL
CLACKAMAS
OREGON NATIONAL FOREST
WASCO
POLK
LINCOLN
MARION
BENTON
LINN
SANTIAM NATIONAL FOREST
LANE
CASCADE NATIONAL FOREST
CROOK
DESCHUTES NATIONAL FOREST
DOUGLAS
UMPQUA NATIONAL FOREST
COOS
KLAMATH
CRATER LAKE
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
CRATER NATIONAL FOREST
PAULINA NATIONAL FOREST
JACKSON
JOSEPHINE
SISKIYOU NATIONAL FOREST
CURRY
OREGON
PACIFIC OCEAN
Astoria
Seaside
Tillamook
Forest Grove
Hillsboro
McMinnville
Newberg
Dundee Jct.
Salem
Independence
Dallas
Monmouth
Albany
Corvallis
Yaquina Bay
Newport
Toledo
Lebanon
Brownsville
Harrisburg
Junction City
Eugene
Springfield
Cottage Grove
Drain
Oakland
Roseburg
Myrtle Creek
Riddle
Glendale
Grants Pass
Gold Hill
Central Point
Medford
Jacksonville
Phoenix
Talent
Ashland
Crater Lake Jct.
Marshfield
North Bend
Coos Bay
Coquille
Myrtle Point
Cape Blanco
Port Orford
Cape Sebastian
Cape Ferrelo
Cape Perpetua
Heceta Head
Cape Foulweather
Oakridge
Natron
Woodburn
Canby
Oregon City
Silverton
Klamath Falls
Chiloquin
Algoma
Ashland
Vancouver
Kalama
Kelso
St. Helens
Stevenson